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CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

SIERRA LEONE, HAVANA, THE CAPE OF GOOD
HOPE, NEW YORK, AND LOANDA;

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE

From January 1 to December 31, 1862.

Presented to both Houses of Parliament by Command of Her Majesty.
1863.

LONDON:

PRINTED BY HARRISON AND SONS.

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DEC 31 '28

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Class A.

CORRESPONDENCE

WITH

BRITISH COMMISSIONERS.

SIERRA LEONE.

No. 1.

Her Majesty's Acting Judge to Earl Russell.—(Received February 10, 1862.)

My Lord,

Sierra Leone, December 31, 1861.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and consequently none have been registered by the Courts of Mixed Commission at this station, during the half-year ending this day.

I have, &c.

(Signed) STEPHEN J. HILL.

No. 2.

Her Majesty's Acting Judge to Earl Russell.—(Received February 10.)

My Lord,

Sierra Leone, January 2, 1862.

I HAVE the honour to transmit, herewith, to your Lordship a Return of vessels captured on suspicion of being engaged in the Slave Trade, which have been adjudicated by the Vice-Admiralty Court in this Colony, during the half-year ending December 31, 1861, under the Act 2 and 3 Vict., cap. 73.

I have, &c.

(Signed) STEPHEN J. HILL.

SIERRA LEONE.

Inclosure in No. 2.

Return of Vessels captured on suspicion of being engaged in Slave Trade, and adjudicated by the Vice-Admiralty Court at Sierra Leone, from July 1 to December 31, 1861.

Name of Vessel.	Flag.	Name of Master.	Date of capture.	Where captured.	Property seized.	Officer.	Date of Sentence.	Number of Slaves captured.	Number of Slaves adjudicated.	Total Number of Slaves adjudicated.	Tonnage, English.	Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or Prosecution instituted.	Whether the property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
Benaventura Cubano	None	Unknown	June 13 1861	Lat. Long. Inside the bar of the Gallinas river	Top-sail-schooner and stores	F. E. Smith, Esq., Commander of Her Majesty's ship "Torch"	July 1 1861	...	...	...	Under a. 19, s. 8 & 9 Vict., c. 89, 1845 tons	Forfeiture	3 & 3 Vict., c. 73	1 chronometer, 1 figure-head, 1 tin cup, 1 mess tin, and 8 wooden spoons, taken out of this prize, were sold by auction.	Vessel equipped for Slave Trade; had no papers or colours, and it being dangerous to attempt to remove her over the bar, she was destroyed by fire.
Diana	None	J. Ros	July 3 1861	N. 10° 39' 40" W. 14° 54' 30"	Schooner and stores	Ditto	July 19 1861	...	...	...	Under rule 3 of 17 & 18 Vict., c. 104, s. 32, 94½ tons	Ditto	Ditto	Vessel broken up; materials and effects sold at public auction; net proceeds paid into the military chest.	Vessel equipped for Slave Trade; had no papers or colours.
Jacinta	None	Unknown	May 7 1861	Off Londano	Schooner, yards, and spars	N. E. Beddingfield, Esq., Commander of Her Majesty's ship "Prometheus"	Aug. 30 1861	...	...	...	Under a. 19, s. 8 & 9 Vict., c. 89, 1845 tons	Ditto	Ditto	Midle-head of vessel all that was brought into Court; not sold, being of no value at all.	This vessel was equipped for Slave Trade; had no papers or colours; when seized her sails and provisions were on shore, and being in a very unseaworthy and leaky condition she was destroyed by fire.

Sierra Leone, January 1, 1862.

(Signed

THOMAS MARSTON, Registrar.

No. 3.

Her Majesty's Judge to Earl Russell.—(Received May 12.)

My Lord,

Sierra Leone, April 1, 1862.

I HAVE the honour to report to your Lordship that M. Pio de Emperanza and M. Narciso Perez Petinto, the newly-appointed Judge and Arbitrator on the part of Her Catholic Majesty in the British and Spanish Mixed Court of Justice in this Colony, took the usual oath of office on the 31st ultimo.

I have, &c.

(Signed) G. SKELTON.

No. 4.

Her Majesty's Judge to Earl Russell.—(Received August 11.)

My Lord,

Sierra Leone, July 1, 1862.

I HAVE the honour to transmit herewith to your Lordship a Return of the only vessel captured on suspicion of being engaged in the Slave Trade, which has been adjudicated by the Vice-Admiralty Court in this Colony, during the half-year ending June 30, 1862, under the Act 2 and 3 Vict., cap. 73.

I have, &c.

(Signed) G. SKELTON.

Inclosure in No. 4.

RETURN of Vessels Captured on suspicion of being engaged in the Slave Trade, and Adjudicated by the Vice-Admiralty Court at Sierra Leone, from January 1 to June 30, 1862.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizer.	Date of Sentence.	Number of Slaves captured.	Number of Slaves before adjudication.	Total Number emancipated.	Tonnage, English.	Deceitful part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or provision instituted.	Whether property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
Unknown ..	None	Unknown	1862 Apr. 18	Lat. Long. Rio Nunes ...	Barque, yards and spar	W. H. Anderson, Esq., Commander of H.M.S. "Flying Fish."	1862 June 5	...	...	...	Under 10th section of 8 & 9 Vict., c. 89, 610 $\frac{1}{4}$ tons	Forfeiture	2 & 3 Vict., cap. 73	Two anchors, 18 fathom chain cable, 1 four-yard, 1 10-foot, and 1 figure head taken out of the prize, were sold by auction	Vessel equipped for Slave Trade; had no papers or colour, and it being very difficult to board her, she being hauled out on a mud-bank, she was destroyed by fire.

Sierra Leone, July 1, 1862.

(Signed)

THOMAS MARSTON, Registrar.

No. 5.

Her Majesty's Judge to Earl Russell.—(Received November 11.)

My Lord,

Sierra Leone, September 30, 1862.

I HAVE the honour to lay before your Lordship my Report for the year ending on this day, together with such information respecting the Slave Trade on the West Coast of Africa as I have been able to procure.

During the above period no case has been brought for adjudication before any of the British and Foreign Mixed Courts of Justice established in this Colony.

During the year three vessels have been condemned in the Vice-Admiralty Court of this Colony under the Act of 2 and 3 Vict., cap. 73, all of them on the ground of equipment. Of these vessels one was captured in the River Nunez, and the other two in the neighbourhood of the Congo on the South Coast.

One native canoe, with 12 slaves on board, has also been condemned in the Vice-Admiralty Court. This, however, was not a case of slave-trading. The canoe in question, belonging to Mahometans of one of the neighbouring tribes, came to Freetown in order to trade, having on board 1 man, 1 woman, and 10 boys, domestic slaves, the property of the owners: the Harbour Master being made acquainted with the fact that there were slaves in the canoe, seized her, and she was subsequently condemned, and the slaves emancipated and registered.

There have been no cases during the past year of native canoes captured whilst engaged in the transport of slaves through British waters within the jurisdiction of this Colony.

The Slave Trade during the past year has been almost entirely confined to the Congo and its neighbourhood. No captures have been made by Her Majesty's cruisers in the Bights of Benin or Biafra, and so far as Her Majesty's naval officers are aware no slaves have been exported from any place within those Bights.

With respect to the Slave Trade on the South Coast, I have authority for stating that during the past year there has been a decrease, as compared with the previous year, but I do not possess any accurate information as to the number of captures which have been made by the squadron; all the prizes taken on that part of the coast, with the exception of the two to which I have already referred, having been sent to St. Helena for adjudication.

I have, &c.
(Signed) G. SKELTON.

No. 6.

Her Majesty's Judge to Earl Russell.—(Received December 13.)

My Lord,

Sierra Leone, November 3, 1862.

I HAVE the honour to report to your Lordship that the Netherlands barque "*Jane*," detained by Her Majesty's steamer "*Espoir*," Commander Douglas, on a charge of being equipped for the Slave Trade, was brought before the British and Netherlands Mixed Court of Justice in this Colony on the 1st instant.

There being no Judge or Arbitrator on the part of the Netherlands, the Lieutenant-Governor of this Colony, Colonel William Hill, was sworn in on the above date as Acting British Arbitrator, in order that the Court might be legally constituted for the adjudication of the case.

I have, &c.
(Signed) G. SKELTON.

No. 7.

Her Majesty's Judge to Earl Russell.—(Received December 13.)

My Lord,

Sierra Leone, November 12, 1862.

WITH reference to my despatch of the 3rd instant, reporting that Colonel William Hill had been sworn in as Acting British Arbitrator in the British and Netherlands Mixed Court of Justice, I have now the honour to inform your Lordship that the functions of that office have devolved upon Major Blackall, the newly

appointed Governor of this Colony, who arrived here on the evening of yesterday, the 11th instant. His Excellency was accordingly sworn in as British Arbitrator this morning, immediately after having taken the oath of office as Governor.

I have, &c.

(Signed) G. SKELTON.

No. 8.

Mr. Layard to Her Majesty's Judge.

Sir,

Foreign Office, December 23, 1862.

WITH reference to your despatch dated the 3rd. ultimo, reporting the arrival at Sierra Leone of the Netherlands barque "*Jane*" in charge of a prize-crew of Her Majesty's ship "*Espoir*," having been detained by the Commander of the "*Espoir*" on suspicion of being equipped for the Slave Trade, I am directed by Earl Russell to transmit to you, for your information, the accompanying copy of a letter from Mr. Beattie, the Acting British Consul at St. Jago de Cuba,* containing information respecting this vessel.

I am also to transmit to you copies of two despatches,† with inclosures, from Her Majesty's Consul at Rotterdam, reporting the result of inquiries which he was directed to make respecting the "*Jane*," and the parties interested in her.

I am, &c.

(Signed) A. H. LAYARD.

* Class B, No. 304.

† *Ibid.*, Nos. 163 and 164.

HAVANA.

No. 9.

Her Majesty's Commissary Judge to Earl Russell.—(Received January 29, 1862.)

My Lord,

Havana, December 31, 1861.

I HAVE the honour of reporting to your Lordship that no emancipated negroes have been sent from this to Jamaica during the present year.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 10.

Her Majesty's Commissary Judge to Earl Russell.—(Received March 3.)

My Lord,

Havana, February 4, 1862.

I BEG leave to lay before your Lordship a copy of a letter which I have received from Messrs. Ferrer y Felu and Co., owners of the brig "Castilla," and my answer thereto, relative to the payment of the amount awarded to them as compensation for the capture and detention of that vessel by Her Majesty's ship "Barracouta," in October 1860.

And I have the honour of reporting to your Lordship that no claim has yet been presented to the Court for compensation on behalf of the owner of the "Lola," who died here, some time since, insolvent.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 10.

Messrs. Ferrer y Felu & Co, to Her Majesty's Commissary Judge.

(Translation.)

Sir,

Havana, January 30, 1862.

BE pleased to tell us if you have received instructions from your Government to pay us the 14,613 dollars awarded to us by the Mixed Court of Justice at this place, by sentence dated the 17th of September, 1861, as indemnity for damages, &c., in the cause followed out against our brig "Castilla" for her unjustifiable capture and detention.

We remain, &c.

(Signed) FERRER Y FELIU & Co.

Inclosure 2 in No. 10.

Her Majesty's Commissary Judge to Messrs. Ferrer y Felu & Co.

Sirs,

Havana, February 1, 1862.

IN answer to your letter of the 30th ultimo (which ought to have been addressed to Her Majesty's Commissary Judge), I have to inform you that I have not yet received instructions from Her Majesty's Government authorizing the payment of the 14,613 dollars awarded to the owners of the brig "Castilla," in compensation for her capture and detention by Her Majesty's ship "Barracouta."

I am, &c.

(Signed) JOS. T. CRAWFORD.

Her Majesty's Commissary Judge to Earl Russell.—(Received June 28.)

My Lord,

Havana, May 20, 1862.

THE official assignee on the bankrupt estate of the owner of the brigantine "*Lola*," detained in October 1860 by Commander Wood, of Her Majesty's steam-sloop "*Barracouta*," and sent to Jamaica in the first instance, presented his claim on the 26th March, a copy of which I have the honour of inclosing herewith to your Lordship, amounting to 16,430 dollars 22 cents. The Mixed Court having been thereupon convened on the 23rd ultimo, awarded the sum of 14,899 dollars to the claimant, and I have now the honour of laying before your Lordship a copy of the sentence of that date. As I have generally found to be the case with the present Spanish Judge, who has the advantage of understanding maritime affairs, having been an officer in Her Catholic Majesty's navy, I found Don José Manuel Espelius perfectly just and reasonable in his deliberations and conclusions, so that I found little or no difficulty in striking off the objectionable items of the claim, and the demurrage had to be increased, only 10% per day having been claimed; whereas by the Schedule in the second paragraph of Article VII, Annex B, of the Treaty, the allowance for the tonnage of the "*Lola*" (213 tons) is fixed at 11% sterling.

In expressing my regret at the magnitude of these damages, I can only repeat the observation which I did myself the honour of making to your Lordship on the occasion of reporting the award in the case of the brig "*Castilla*," that they would have been much less had these vessels not have been sent to Jamaica, and having, unfortunately, been sent there, had there not been such unaccountable delay in the Court at that place.

The claimants in the case of the "*Castilla*" have again applied to know whether I have received your Lordship's authority to settle with them, having brought that matter to your Lordship's notice in my despatch of the 4th February last; and I await the instructions your Lordship may be pleased to give me for payment of the awards in both cases, respecting which the parties are rather urgent.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 11.

CLAIM presented by Don Antonio de la Cruz Muñoz, as legal representative of the late Don José Ramon Salazar, owner of the Spanish merchant-brig "*Lola*," for damages, &c., on account of the seizure and detention of the said vessel by Her Britannic Majesty's steam-sloop "*Barracouta*," Commander Wood, R.N. viz :—

	£	s.	£	s.
1. For disbursements paid by Mr. John Hart at Jamaica, as per letter of 7th June, 1861	566	75		
For commission paid Mr. John Hart	200	0		
For petties advanced for ship's account by Mr. Joseph White, as per account, 10th May, 1861	85	0		
For amount paid by the Spanish Consul	20	0		
For bottomry bond granted at Jamaica in favour of Don Juan Hidalgo, for the sum of 1,573 dollars 47 cents and 15 per cent. interest	1,809	47		
			2,681	22
For translation of sundry documents	30	0		
For stamped paper and notarial expenses, &c.	310	0		
			340	0
2. For freight and passage money which the vessel would have earned on the voyage from Matanzas to Gibara and back as per charter-party, and as is justified by the previous voyage, viz., 310 hogsheads sugar at 5½ dollars, and 204 dollars more for freight of sundries and passage money			1,909	0
3. For demurrage, the " <i>Lola</i> " being 213 tons; 230 days at 10% equal to 2,300% : at 5 dollars			11,500	0
Total amount of claim			16,430	22

Havana, March 26, 1862.

(Signed) ANTONIO DE LA CRUZ MUNOZ.

HAVANA.

Inclosure 2 in No. 11.

Award of the Mixed Court of Justice at Havana in the case of the Spanish brig "Lola."

(Translation.)

Havana, April 23, 1862.

IN view of the representation, account, and certificates presented by Don Antonio de la Cruz Muñoz, official assignee of the estate of the late Don José Ramon Salazar, owner of the Spanish brig "*Lola*," claiming the indemnity which is due to him by virtue of the sentence pronounced on the 1st of June last, in the case of the seizure of said vessel by Her Britannic Majesty's steam-sloop "*Barracouta*;"

Considering that the indemnity claimed in the first five items of the account presented, amounting to the sum of 2,681 dollars 22 cents, is not admissible, because as shown by the vouchers exhibited, and which shall be returned to their owner, it is made up of the expense of maintaining the crew, and of other charges not specified in the VIIth Article of Section II, Letter A, of Annex B, and which are, moreover, included and indemnified by the payment of demurrage, the said claim is declared to be null;

Considering legal the claim which is made in accordance with the same Article, for the sum of 340 dollars for expenses incurred in defending the brig "*Lola*" at Jamaica, the Commander of Her Britannic Majesty's steamer "*Barracouta*," Mr. William Wood, or failing him, his Government, is declared responsible for the payment thereof;

Considering also, in accordance with the dispositions of the afore-mentioned Article, Letter B, the payment of 1,909 dollars, claimed for the freight which the brig "*Lola*" would have earned on the voyage upon which she was seized, it is declared that said sum ought to be paid by Commander Wood or by his Government;

Considering, finally, that demurrage is due to the brig "*Lola*" according to the stipulations of the Article and paragraph before-mentioned, it is hereby allowed at the rate of 11*l.* sterling per diem, which corresponds to the vessel, her measurement being 213 tons, as has been certified, making at 5 dollars to the 1*l.* for the 230 days of her detention, the sum of 12,650 dollars, for the payment of which the said Commander Wood is responsible, and which added to the other lawfully admitted claims, forms a total of 14,899 dollars to be paid to Don Antonio de la Cruz Muñoz, as legal representative of the heirs of the estate of the late Don José Ramon Salazar, by Her Britannic Majesty's Government, in terms of the latter part of Articles V and VII of Annex B to the existing Treaty.

(Signed)

JOSE MANL. ESPELIUS.

JOS. T. CRAWFORD.

L. CRISTOBAL VALDEZ Y BAVENT, *Secretary*.

No. 12.

Earl Russell to Her Majesty's Acting Commissary Judge.

Sir,

Foreign Office, August 13, 1862.

WITH reference to Mr. Crawford's despatch dated the 20th of May last, I have to acquaint you that the Lords Commissioners of Her Majesty's Treasury are prepared to pay to Don Antonio de la Cruz Muñoz, as legal representative of the heirs of the owners of the Spanish brig "*Lola*," the amount awarded to them by decision of the Mixed Commission Court at the Havana, as compensation for the seizure and detention of the "*Lola*," by the Commander of Her Majesty's ship "*Barracouta*," on suspicion of being engaged in the Slave Trade.

I have accordingly to authorize you to draw a bill at thirty days' sight on the Lords Commissioners of Her Majesty's Treasury, payable to the order of Don Antonio de la Cruz Muñoz, for the equivalent in sterling at the exchange of the day of the sum of 14,899 dollars, together with interest at the rate of 5 per cent. on that sum from the date of the award of the Mixed Commission Court to the day on which you hand him the bill.

You will take a receipt in duplicate from Señor Muñoz, one of which you will retain in the archives of the Commission, and the other you will forward to this Department.

I am, &c.

(Signed) RUSSELL.

No. 13.

Her Majesty's Acting Commissary Judge to Earl Russell.—(Received August 29')

My Lord,

Havana, July 21, 1862.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch of the 18th ultimo, acquainting me, with reference to Mr. Commissary Judge Crawford's despatch of the 4th of February last, that the Lords Commissioners of Her Majesty's Treasury are prepared to pay to Messrs. Ferrer y Feliu and Co., the owners of the Spanish brig "*Castilla*," the amount awarded to them by decision of the Mixed Commission Court here, as compensation for the seizure and detention

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of their vessel by the Commander of Her Majesty's ship "Barracouta," on suspicion of being engaged in the Slave Trade, and instructing me how to provide for the said payment.

In obedience to your Lordship's directions, I have this day drawn a bill at thirty days' sight on the Lords Commissioners of Her Majesty's Treasury, payable to the order of Messrs. Ferrer y Feliu and Co., for the sum of 3,172*l.* 8*s.*, being the amount of the award (3,044*l.* 7*s.* 6*d.*), together with interest thereon, at the rate of 5 per cent. from the 17th of September last to this date (128*l.* 0*s.* 6*d.*); and I have taken a receipt in duplicate from Messrs. Ferrer y Feliu and Co., one of which I have placed in the archives of the Commission, and the other I have the honour of transmitting herewith.

I have, &c.

(Signed) JOHN V. CRAWFORD.

Inclosure in No. 13.

Receipt.

I, THE Undersigned, Don Antonio Ferrer y Feliu, head partner of the firm of Ferrer y Feliu and Co., of this city, merchants, owners of the Spanish brig "Castilla," do hereby acknowledge to have received from Her Britannic Majesty's Government, by the hands of John Vincent Crawford, Esq., Her Majesty's Acting Commissary Judge in the Mixed Court of Justice established at this place under the Treaty of June 28, 1835, between Great Britain and Spain, for the abolition of the Slave Trade, the sum of 3,172*l.* 8*s.* sterling, being in full of the amount awarded to my said firm by decision of the said Court, dated September 17th last, as compensation for the seizure and detention of the "Castilla," by the Commander of Her Britannic Majesty's ship "Barracouta," on suspicion of being engaged in the Slave Trade, together with interest thereon up to this date.

Havana, July 21, 1862.

For Ferrer y Feliu & Co.,
(Signed) ANTONIO FERRER Y FELIU.

No. 14.

Her Majesty's Acting Commissary Judge to Earl Russell.—(Received October 30.)

(Extract.)

Havana, September 30, 1862.

IT would be very gratifying if I could relieve the monotony of the Annual Report upon the Cuban Slave Trade, by having it in my power to notice any improvement in the conduct of Spain with regard to the abolition of that infamous Traffic.

I regret, however, to be obliged to report to your Lordship that there appears to be as little disposition now on the part of that Government to fulfil its obligations under the Treaty of 1835, as there has been up to the present period.

By the inclosed statement, your Lordship will notice that the number of slaves landed in Cuba during the last twelve months was 11,254, which compares favourably with previous years, the importations in 1858 being 16,992; in 1859, 30,473; in 1860, 17,877; and in 1861, 23,964.

This decrease is not to be attributed, however, to the vigilance of the Government, but to the increased difficulty of obtaining any reliable information relative to the Slave Trade, as large cargoes are brought to the uninhabited cays both north and south of the island, and are there transferred to small coasting craft, which convey the negroes in small lots to different places on the coast, and land them without attracting attention, every impediment which might be in the way having been removed by collusion with the local authorities.

A few captures have been occasionally made by the Spanish cruizers, and although positive orders have been issued at Madrid to pay the bounty or prize money to the capturers, I understand that either from the exhausted state of the Treasury here, or from some other reason, the money has not been paid (at least it was not so a short time ago), and the consequence is that the Spanish naval officers are disheartened, and more than one has been heard to say that from henceforward slave-vessels may pass them without molestation.

The events which are now taking place on the neighbouring Continent, and the Proclamation of President Lincoln declaring the freedom of all the slaves in the "Confederate" States, are creating the greatest alarm here, although the Proclamation is considered a dead letter as regards its application in a territory

over which Mr. Lincoln has no control; and I have no doubt that they will have the effect of hastening the determination of the Spanish Government respecting the gradual emancipation of the slaves in this island—a subject which, I am credibly informed, now occupies their serious attention.

The mortality in the Island of Cuba is so great, averaging 11 per cent. per annum for the whites and 6 per cent. for the coloured races, that immigration must be resorted to in order to keep up the population, and the Government is perplexed how to act. The tenacity with which Spain adheres to her antiquated laws and restrictions, and her refusal to consider her Treaties with other countries as extending to Cuba, or to her other possessions beyond sea (“ultramar”), preclude the chance of any voluntary emigration of Europeans or the whites of other countries to this island, and it is extremely difficult to see by what means labour is to be supplied for the agricultural necessities of Cuba.

The Government does not appear to favour any further importations of Chinese, and unless such importations were carried on with the same restrictions, and in the same manner as the emigration to Demerara, and with a proper regard to a fair proportion of females being sent, I do not think that Cuba would gain by such a colonization.

A project has been on foot for some time past to attempt the introduction of free negroes from Africa, and the Government has taken the opinion of some of the most intelligent planters on the subject. I understand that they have been almost unanimous in deprecating the idea, and in declaring the infeasibility of such a plan.

Independent of the deceit and roguery which would take place (similar to that which is now practised with the poor emancipados, who are put in the room of deceased slaves), it would be impossible to carry on free labour and slave labour on the same estate, with people who have as much right to their liberty the one as the other, belonging to the same race, and perhaps to the same tribe.

Inclosure in No. 14.

STATEMENT of the Number of Slaves Landed, and proportion Captured in the Island of Cuba, from October 1, 1861, to September 30, 1862.

Date.	Where Landed.	Slaves.		Vessel.	Remarks.
		Landed.	Captured.		
1861					
October	Isla de Pines	300	...	Unknown...	Some of these negroes were taken to Calabazal, where they were sold.
"	Yaguabo (Puerto Principe) ...	400	...	Ditto	Taken to the estate Guacanimar.
Nov. 19	Near Manzanillo	750	...	Screw steamer.	
Dec. 8	Camarioca	900	178	Brigantine	Taken to the estate Rosario and detained there, but afterwards released.
1862					
January	Trinidad	380	...	Brigantine, name unknown.	
" 15	Near Jardinillos	281	281	American brigantine	Captured by Spanish gun-boat "Venadito."
March	Jardinillos	450	...	Unknown...	Landed at various places in schooners.
April	Ensenada de Cochinos	650	...	Ditto	This cargo consisted of Congo negroes. A large portion were taken to Navejas and sold there at 561 dollars each.
June	Jardinillos	1,200	...	Screw-steamer "Noc Daqui"	Landed in coasters at various places. The vessel went to the coast of Honduras to refit for another voyage.
" 19	La Mulata (Bahia Honda) ...	750	...	American barque "Virginia Ann" ...	Taken to estate Buena Vista.
June	Sierra Morena	580	...	Spanish brig.	
July	Cayo Coco (Puerto Principe) ..	700	...	American barque "Oregon" (?) ...	Taken to Yayabacoa.
" 15	Jaimanito (Mariano)	680	...	Unknown	This cargo was seized by the Chief of Police at the estate Toteco, about ten miles from Havana, but was released, and it is reported that an immense deal of bribery was done on the occasion.
Aug. 18	Jardinillos	1,400	...	Screw steamer	This vessel passed St. Jago de Cuba on the 11th August, without showing her colours, and is reported to have received her orders at Point Barrosa.
		3,441	454		
	Add one-third	2,815	151		
	Total	11,224	606		

Havana, September 30, 1862.

(Signed)

JOHN V. CRAWFORD, Acting Commissary Judge.

CAPE OF GOOD HOPE.

No. 15.

Her Majesty's Commissioners to Earl Russell.—(Received January 2, 1862.)

(Extract.)

Cape Town, November 8, 1861.

WE have the honour to inclose to your Lordship Reports of the cases of twenty-two dhows adjudicated in the Vice-Admiralty Court of this Colony on the 5th instant. Of these vessels, eighteen were taken by Her Majesty's ship "Lyra," and four by Her Majesty's ship "Sidon." On these captures condemnation was decreed.

Inclosure in No. 15.

Report of Cases in the Vice-Admiralty Court, November 5, 1861.

1. A dhow, 89 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 20th March, off Kokolony. Upon examination she was found to be completely fitted for the Slave Trade, without any papers or colours, with a crew of fifteen men apparently Joasmee Arabs.

2. A dhow, 88 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 22nd March last off Wasseen, with 99 slaves on board, without any papers or colours, and only 2 of the crew on board, the remainder having escaped to the shore when boarded.

Three of these slaves, two boys and one woman, were handed over to Her Majesty's Consul at Zanzibar, two deserted on the night of capture, and four died on board; the remaining ninety were conveyed to Seychelles in the "Lyra," and on the 15th of May were delivered over to the Civil Commissioner at that Settlement.

3. A dhow, 22 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 25th March, off the north-west of Zanzibar. When boarded four negroes, three males, and one woman were discovered below, who stated that they had been kidnapped by the crew of the dhow, and were being taken to be sold as slaves at Wasseen.

She had neither colours nor papers, and a crew of fifteen men.

One of the slaves deserted at Zanzibar, the remainder were conveyed in the "Lyra" to Seychelles and handed over to the Civil Commissioner.

4. A dhow, 64 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 27th March, between Wasseen and Tongo; she was found to be fully equipped for the Slave Trade, with a crew of 12 men, Joasmee Arabs, with no colours or papers.

5. A dhow, 116 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 1st April in Zanzibar harbour. This vessel was equipped for the Slave Trade with a crew of 14 men, who stated that they were Beloochees and bound to the Persian Gulf, although no colours or papers were produced.

6. A dhow, 68 tons, name and master unknown, taken by Her Majesty's ship "Lyra" in Zanzibar harbour on 3rd April, with 103 slaves on board, without any papers or colours, and only one of her crew remaining on board the rest having escaped to the shore when boarded.

One hundred of the slaves were delivered over to the Civil Commissioner at Seychelles, and of the remaining three, one escaped on the night of his capture and two died on board the "Lyra."

7. A dhow, 70 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 6th April in Zanzibar harbour; on being searched she was fully equipped for the Slave Trade, with neither colours nor papers, and a crew of fourteen men, chiefly Arabs, who were landed on the mainland.

8. A dhow, 116 tons, name and master unknown, captured on the 8th of April in English passage adjoining Zanzibar harbour. Commander Oldfield being in the gig of the "Lyra" when the dhow was first observed, attempted to board her, whereupon the dhow fired into the gig, which fire the gig's crew returned and commenced chase. After a running fight of about twenty minutes, the dhow having neared the land the crew jumped overboard and swam to the shore. Upon being boarded she was found deserted, with no colours or papers, and thoroughly equipped for the Slave Trade.

9. A dhow, 77 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 11th April, in Zanzibar harbour, with three slaves on board, three children, who stated that they had been kidnapped by the crew; she had neither colours, papers, nor crew, the latter having been removed by his Highness the Sultan.

The children were taken on board the "Lyra," and subsequently conveyed to the Seychelles and handed over to the Civil Commissioner.

10. A dhow, 108 tons, name and master unknown, taken on the 11th April in Zanzibar harbour, without any papers, colours, or crew, and found thoroughly equipped for the Slave Trade.

11. A dhow, 119 tons, name and master unknown, taken by Her Majesty's ship "Lyra," on the 12th April,

in Zanzibar harbour; she was without colours or papers, and fully equipped for the Slave Trade, with a crew of twenty-five men, chiefly Arabs, who were removed to the shore.

12. A dhow, 99 tons, name and master unknown, taken on the 12th April in Zanzibar harbour. She had a crew of eighteen men, who were removed to the shore, was fully equipped for the Slave Trade, and without any colours or papers.

13. A dhow, 102 tons, name and master unknown, taken on the 12th April, in Zanzibar harbour. She was found fully equipped for the Slave Trade, without any colours or papers, and a crew of fifteen men, who were put on shore at the time of capture.

14. A dhow, 101 tons, name and master unknown, taken on the 13th April in Zanzibar harbour. She had an Arab crew, who were also put on shore; but no papers or colours, and was fitted for the Slave Trade.

15. A dhow, 89 tons, taken on the 13th April in Zanzibar harbour, with no crew, colours, or papers, but equipped for the Slave Trade.

These last seven were captures at the request of His Highness the Sultan of Zanzibar, who sent an officer on board the "Lyra," who accompanied the ship's boats to point out the dhows in the harbour which His Highness wished to surrender.

16. A dhow, 165 tons, name and master unknown. This vessel was taken on the 14th April while at anchor in Port Cleak by the "Lyra's" gig, under command of Lieutenant de Wahl, then cruising in Pemba Channel. Upon being searched she was found fully equipped for the Slave Trade, with no papers or colours, and only part of her crew, fourteen in number, on board, the remainder being on shore. During the search the crew of the dhow, being encouraged by the smallness of the captor's force, rose upon them, seized their arms, and commenced an attack. During the fight, Lieutenant de Wahl received two severe sabre-cuts, one on each arm, but he and his men, after killing several of their assailants, drove the rest overboard.

17. A dhow, 164 tons, name and master unknown. This vessel was observed by Her Majesty's ship "Lyra," when at anchor off the town of Wasseen, creeping along the coast of the mainland, and upon a gun being fired to bring her to she changed her course, and after a long chase ran on shore: when boarded she was found deserted by her crew, with neither papers nor colours, and 7 slaves on board, 1 heavily fettered. These slaves stated that when the crew deserted the dhow, they carried off 35 slaves to the shore.

The slaves found on board, excepting 1 woman who died on the voyage, were also handed over to Captain Wade, the Civil Commissioner at the Seychelles.

18. A dhow, 203 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 14th April in Wasseen harbour. When boarded she was found deserted by her crew, and fully equipped for the Slave Trade, without papers or colours.

19. A dhow, 165 tons, name and nation unknown, taken by Her Majesty's ship "Sidon," in Bembatooka Bay, on the 13th August last. This vessel at the time of capture had a crew of three persons, who subsequently escaped to the shore. She was fully equipped for the Slave Trade, and, from the dirty state she was in, had every appearance of having recently landed a cargo of slaves.

20. A dhow, 77 tons, taken by Her Majesty's ship "Sidon" on the 10th September last, name and nation unknown, off the town of Angoxa, and found fully equipped for the Slave Trade.

21. A dhow, 73 tons, name and nation unknown, taken by Her Majesty's ship "Sidon" on the 10th of September, off the town of Angoxa, and found fully equipped for the Slave Trade.

22. A dhow, 100 tons, name and nation unknown, taken by Her Majesty's ship "Sidon," off the town of Angoxa, on the 11th September, and found fully equipped for the Slave Trade.

These dhows were all destroyed at the time of capture on being found unseaworthy and unfit for a voyage to any port of adjudication.

No. 16.

Her Majesty's Commissioners to Earl Russell.—(Received February 22.)

My Lord,

Cape Town, January 3, 1862.

WE have the honour to acquaint your Lordship that no case has been adjudicated by the Mixed Commission of which we are members, during the half-year ending December 31, 1861.

We have, &c.
(Signed) GEO. FRERE
FREDERIC R. SURTEES.

No. 17.

Her Majesty's Commissioners to Earl Russell.—(Received February 22.)

My Lord,

Cape Town, January 3, 1862.

IN pursuance of the instructions given to us in the Earl of Aberdeen's despatch of the 20th February, 1843, by which we are directed to transmit, at the close of each year, a detailed Report of the judicial proceedings of this Mixed Commission, we have the honour to report that no case has been adjudicated by the Court during the year ending December 31, 1861.

We have, &c.
(Signed) GEO. FRERE
FREDERIC R. SURTEES.

CAPE OF GOOD HOPE.

No. 18.

Her Majesty's Commissioners to Earl Russell.—(Received February 22.)

My Lord,

Cape Town, January 3, 1862.

WITH reference to instructions given to us by the Earl of Aberdeen's despatch of February 20, 1843, to transmit to the Foreign Office at the end of each year a certified copy of the register of slaves emancipated by sentence of this Commission, we have the honour to acquaint your Lordship that no vessels with slaves on board have been brought before us during the year ending December 31, 1861.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

No. 19.

Her Majesty's Commissioners to Earl Russell.—(Received February 22.)

My Lord,

Cape Town, January 17, 1862.

WE have the honour to transmit to your Lordship a Report drawn up by the Mixed Commission of which we are members, in compliance with the provisions of Article XI, Annex B, to the Treaty of July 3, 1842, between Great Britain and Portugal for the suppression of the Traffic in Slaves, relating,—

1st. To the cases which have been brought before the Court for adjudication.

2nd. To the state of the liberated negroes.

3rd. To the treatment and progress made in the religious and mechanical education of the liberated negroes.

We have also the honour to inform your Lordship that our Portuguese colleagues are about to transmit a duplicate original of the Report to the Government of His Most Faithful Majesty.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

Inclosure in No. 19.

Annual Report of the Mixed Commission.

IN pursuance of Article XI, Annex B, to the Treaty concluded on the 3rd July, 1842, between Great Britain and Portugal for the suppression of the Traffic in Slaves, by which it is stipulated that the Mixed Commissions shall transmit annually to each Government a Report, relating,—

1st. To the cases which have been brought before them for adjudication.

2nd. To the state of the liberated negroes.

3rd. To every information which they may be able to obtain respecting the treatment and the progress made in the religious and mechanical education of the liberated negroes.

The Undersigned, Members of the Mixed Commission established at the Cape of Good Hope, have the honour to report to the Government of Her Britannic Majesty, and to the Government of His Most Faithful Majesty,—

1st. That one case, that of the Portuguese dhow, "*Flor de Cabaceira*," was brought before this Mixed Commission on the 30th December, 1861, and that the adjudication of the case had not terminated at the close of the year 1861.

2ndly and 3rdly. That no negroes have been emancipated by Decree of this Mixed Commission since its establishment.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

AL. DUPRAT.

EDUARDO A. DE CARVALHO.

WM. TASKER SMITH, Registrar.

Mixed British and Portuguese Commission, Cape Town, January 17, 1862.

No. 20.

Her Majesty's Commissioners to Earl Russell.—(Received February 22.)

My Lord,

Cape Town, January 18, 1862.

WE have the honour to inclose, for your Lordship's information, our Report upon the case of the Portuguese launch "*Flor de Cabaceira*," captured by Her Majesty's ship "*Penguin*," and acquitted, without costs and damages against the captor, by award of this Court on the 4th instant.

The cause of detention lay principally in the presence of eleven natives found

on board, who it was assumed were slaves; the crew, eleven also in number according to muster-roll, being supposed to have escaped in a boat about the time of capture. No one could testify to having seen any boat leave the vessel from the moment she was first sighted up to capture, and on investigation the Court had every reason to believe that the eleven natives found on board were really the crew.

In this case the captor failed to bring before the Court any of the persons found on board, except two negro boys, the remainder of the crew, nine in number, having escaped when landed in Rovooma Bay for the benefit of their health, and to assist in procuring wood for the capturing vessel.

In like manner, with the exception of two pair of shackles, none of the articles of equipment alleged against the vessel were produced, nor any survey or inventory thereof, such as would enable the Court to ascertain the correctness of the captor's opinion as to them; and the vessel herself, with the little cargo she had on board, being judged worthless, was destroyed by fire.

Some evidence of a hearsay nature was given by a krooman belonging to the capturing ship, as to a statement made by one of the negroes found on board, that the vessel was engaged in the Slave Trade, and had been left by her crew at the commencement of the chase; and one of the officers of the "Penguin," who was on detached service at Ibo, at the time of the capture, made affidavit of certain conversations with the Governor of that Settlement tending to throw suspicion upon the vessel.

On the other hand, the ship's papers, which were all in regular order, and other documents belonging to the owner, tended to prove that she was in the prosecution of a legal trading-voyage to Arimba, near Ibo, where her owner had a small trading establishment; and the statement made by the two lads showed that the men found on board were the same shipped at Mozambique, and not, as suggested by the captors, part of a cargo of slaves.

The Court came to the conclusion that the weight of evidence was decidedly in favour of the vessel, and pronounced that, although the circumstances were such as to justify her detention, the captors had failed to establish a case for condemnation, and decreed accordingly.

We think it is to be regretted that vessels detained under this Treaty, which cannot be brought before the Court, should be destroyed, unless when positively unavoidable. It would be better for both parties interested that such vessels should be made over to the nearest Portuguese authority, with whose assistance a survey of all that the captors think suspicious could be obtained, and in whose custody vessels and goods might remain until the decision of the Court is known.

The endeavour made by this little vessel to avoid capture, and the escape of those taken on board, when landed at Rovooma, were, perhaps, to some extent, facts calculated to create suspicion, but they may be accounted for on other grounds than those of guilty fear.

The non-compliance with the IVth Article of Annex B of the Treaty with Portugal, which stipulates that those on board detained vessels should be taken to the port of adjudication, has caused, in this as in other cases, much complaint on the part of our Portuguese colleagues; and we would observe, for ourselves, that Annex B speaks of the examination of two or three of the principal individuals on board as "enabling the Court to judge and pronounce whether suspected vessels have been justly detained or not," without giving the power to elicit such testimony; therefore, the captors do not leave the Court in a position to decide equitably, or, at any rate, in a full and satisfactory manner.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

Inclosure 1 in No. 20.

Report of the Case of the Portuguese Dhow "Flor de Cabaceira."

ON the 30th December, 1861, the following papers were brought into Court by the Admiralty Proctor, who appeared for the captors:—

1. An affidavit made December 30, 1861, by John George Graham McHardy, Lieutenant Commanding Her Majesty's ship "Penguin," setting forth the detention and destruction of the Portuguese dhow "*Flor de Cabaceira*" on a charge of having violated the Treaty between Great Britain and Portugal of July 3, 1842, for the suppression of the Traffic in Slaves.

The papers annexed to this affidavit were:—

2. A memorandum showing that on the 2nd of May, 1861, Mamade Gulamo Rendira sold his new vessel the "*Flor de Cabaceira*," built at Cabaceira Pequena, to Xatorbagi Dolabo for the sum of 110 milreis.
3. A certificate of registry, Mozambique, May 4, 1861, of the said vessel, described as of 7 $\frac{21}{100}$ tons.
4. A passport from the Governor-General of Mozambique, May 6, 1861, visé for Ibo May 21.
5. A muster roll, dated May 5th, for a crew of eleven men, visé for Ibo, May 21.
6. Manifest dated Ibo, June 17, 1861, of fifteen packages shipped for Arimba, value 295 dollars.
7. A License dated Ibo, January 6, 1861, for Chatabogo Lavadau to keep shop at Arimba.
- 8 and 9. Manifests of two cargoes from Ibo shipped by Satrobojo Dolubudas in the "*Flor de Arimba*" July 10 and July 30, 1860.

10, 11, 12, and 13. Papers relating to private affairs of Xatorbagi Dolabo.

A mass of documents in Arabic.

14. An additional affidavit made by Lieutenant McHardy on the 30th December, 1861, setting forth that on the 24th June, 1861, when cruising off Querimba Island he detained the "*Flor de Cabaceira*," after a chase of three hours, in latitude 12° 32' south, longitude 40° 48' east; that she had 11 negro slaves on board, but no master or crew; that he learned through one of the slaves that the master and crew had taken to their boat previously to the dhow's shortening sail; that she had just returned from Ibo, where she had landed a cargo of slaves; that he found a temporary slave-deck constructed of rattan, a larger quantity of coarse slave-mats than necessary for a merchant-vessel; that two pairs of slave-irons were concealed under the cooking galley; that he found a boiler and pots sufficient to cook for fifty people, a small worthless cargo, and, as food, three bags of paddy, two of millet; that he had her surveyed, and finding from her small size (29·85 tons), and from age and defects, that she was unfit for the voyage to the port of adjudication, he destroyed her, with the cargo, except some brass rings and some print, which was divided among the slaves, who, with the exception of one or two, were perfectly naked. That he proceeded in Her Majesty's ship "*Penguin*" to Rovooma Bay, where he landed the slaves, except one sick child, for the benefit of their health, and that they might assist the boat's crew in getting wood, when they made their escape. To this affidavit were added certificates by Lieutenant McHardy.

16. That the papers were sealed up by him until delivered to the Proctor for assortment.

17. That there being no captain on board the prize, the certificates required by the Treaty were not given.

18. That the vessel was 29·85 tons burthen, British measurement.

19. A short declaration as to the grounds of capture and the condition of the negroes.

The usual monition was prayed for and granted, and the two negro boys were delivered into the charge of the Curator.

On the 31st December the Court examined the two boys, from whose evidence it appeared that they went from Mozambique to Ibo in the prize as sailors; that nine other men were on board, the same who were there at the time of capture, and that none others had been on board, or had left the ship before the English came.

Louis Ropeyarn was also examined on behalf of the captors. He spoke positively to having been told by the head man of the crew of the prize that they had run some slaves at Ibo from Mozambique, and that a boat had gone ashore from the dhow on the morning of the capture.

Joseph Price also gave evidence as to the chase, and to the escape of the crew when landed at Rovooma Bay, the discovery of the irons, and the existence of a slave-deck made of bamboos covered with mats.

Lieutenant McHardy also deposed that a boat might have been dropped from the dhow unseen when the chase commenced; that he did not examine the papers further than the passport; that the powder on board and a bale of cotton were used in the destruction of the vessel; that he did not bring any of the articles he considered suspicious for fear of injury to the health of his vessel.

On the 3rd of January, 1862, the Proctor put in an affidavit of Lieutenant Buckle (No. 25), to the effect that at the Comoro Islands two native interpreters were employed to examine the negroes taken on board the "*Flor de Cabaceira*," and that the latter stated that part of them were slaves recently brought down from the interior; that the dhow had just returned from Ibo, where she had landed a cargo of slaves, who were put on board a three-masted vessel there, and that three of the boys under the age of twelve years were slaves rejected on account of some ailment; and further, that the Governor of Ibo had, in conversation, admitted that if irons were found on board he was quite satisfied with the seizure.

On the 4th January, the monition having been returned, the Court heard the Attorney-General on behalf of the captors, and after adjourning for an hour, came to the unanimous conclusion that although the suspicious circumstances alleged by the captor were sufficient to justify detention, yet the evidence adduced would not warrant a sentence of condemnation, when weighed against the proof afforded by the papers and cargo that the vessel was on a legal voyage, and by the testimony of the negro boys as to the identity of the men on board at the time of capture with the crew shipped at Mozambique. But that shackles having been produced as found on board, no compensation for losses and damages consequent on the detention could be awarded.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

Cape Town, January 18, 1862.

Papers brought into Court by the Admiralty Proctor.

(No. 1.)

IN the business of the Portuguese ship "*Flor de Cabaceira*," whereof Xatorbagi Dolabo is owner, and Assuadi is master, her tackle, apparel, and furniture, and the goods, wares, merchandize, and slaves on board the same, taken by Her Majesty's ship of war "*Penguin*," John George Graham McHardy, commander, and afterwards destroyed.

Appeared personally, John George Graham McHardy, Lieutenant of Her Majesty's ship "*Penguin*," commanding same, duly authorized and empowered, according to the provisions of the Treaty of the 3rd of July, 1842, between Great Britain and Portugal, for the suppression of the Traffic in Slaves, to make seizures of vessels engaged in that Traffic, who being duly sworn, maketh oath that on the 24th day of the month of June, 1861, being in latitude 12° 32' south, and longitude 40° 48' east, the ship or vessel called "*Flor de Cabaceira*," whereof Xatorbagi Dolabo was owner and Assuadi was master, was seized and detained, by reason that the said ship was employed in the Traffic in Slaves, contrary to the Treaty aforesaid.

And the deponent further maketh oath that the paper writings and documents hereunto annexed, marked from No. 1 to No. 50 inclusive, were found by him on board the said ship; and that the same are now brought

and delivered up, in the same plight and condition as when received by the deponent, without any fraud, addition, subduction, alteration, or embezzlement whatever, save the numbering and marking thereof.

Lastly, the deponent maketh oath as follows :—That the said ship, when so seized, had no crew on board, having been deserted by them before she was boarded; that eleven negro slaves were on board, two of whom have been brought to Simon's Bay; that the ship being unfit to encounter the perils of a voyage to this Colony, was destroyed by the appearer.

On this 30th day of December, 1861, the said John George Graham McHardy was duly sworn to the truth of the foregoing affidavit.

(Signed) J. G. G. McHARDY.

Before me,
(Signed) A. DUPRAT, *Commissioner*.

(No. 2.)

(Translation.)

I, the Undersigned, Mamade Gulamo Rendra, resident at Little Cabaceira, declare it to be the truth, to have sold my new launch, called "*Flor de Cabaceira*," with her fittings, to Senhor Chatrabogi Rolebo, a Banian, for the sum of 110 milreis in sterling silver money; and as I have received at this date the above referred-to sum, it, the said launch, from to-day, is the property of the said Chatrabogi as her proprietor; and I shall not cast any doubt in Court of it; and because I do not know how to read nor to write in Portuguese, I have requested Firmeiro Couza Monteiro de Mattos, who writes this himself, and signs it himself as witness, together with myself, and the other persons who found themselves present, Ibramo Aberchame, Ragonagi Natter, Mamagachame Mulgi.

Mozambique, May 2, 1861.

(Signed) MAMADE GULAMO RENDERA.
(Signature in Arabic.)

Witnesses :
(Signed) FIRMEIRO C. M. DE MATTOS.
IBRAMO ABERCHAME.
(Signature in Arabic.)
RAGONAGI NATTER.
(Signature in Arabic.)
MAMAGACHAME MULGI.
(Signature in Arabic.)

(No. 3.)

(Translation.)

Extract of Register, granted by the Captain of the Port of Mozambique, Lieutenant Anto. Maria Guedes, who certifies that in the proper book is registered the launch "*Flor de Cabaceira*," Xatorbagi Dolabo, a Portuguese subject, proprietor.

Burden of launch, 7 $\frac{21}{100}$ tons.

(Signed) A. M. GUEDES.

And also signed by the Clerk who made the extract.
(Signed) LUCIANO ANTO. DA PIEDADE MACEIO.

(No. 4.)

(Translation.)

Passport for a Portuguese merchant-vessel granted by the Governor-General of Mozambique, Colonel João Tavares de Almeida, to the vessel called "*Flor de Cabaceira*," a launch of the tonnage of 7 $\frac{21}{100}$ tons, Xatorbagi Dolabo, proprietor.

(Signed) JOAO TAVARES DE ALMEIDA, *Governor-General*.

Passport granted, May 6, 1861; and registered, May 10, 1861.

The following *visa* is on the back of the passport:—

"And prosecutes a voyage for Ibo; master, Assuadi.

"Office of the Port Captain of Mozambique, May 21, 1861.

(Signed)

"ANTONIO MARIA GUEDES."

(No. 5.)

(Translation.)

MUSTER-ROLL made out by the Port Captain at Mozambique, containing List of Crew of the "*Flor de Cabaceira*," Xatorbagi Dolabo, owner, on a voyage from Mozambique to the Isles of Cape Delgado, having passport from the Governor-General.

No.	Employment.	Name.	Native of	Age.	State.	Colour.	Observations.
1	Master ..	Assuadi ..	Macua ..	22	Bachelor ..	Black ..	Salaries and other agreements are private.
2	Supercargo ..	Xatorbagi Dolabo ..	Diu ..	28	Ditto ..	Tawny ..	
3	Sailor ..	Baraca ..	Macua ..	21	Ditto ..	Black ..	
4	Ditto ..	Mojo ..	Ditto ..	18	Ditto ..	Ditto ..	
5	Ditto ..	Domingo ..	Ditto ..	17	Ditto ..	Ditto ..	
6	Ditto ..	Ussene ..	Ditto ..	18	Ditto ..	Ditto ..	
7	Ditto ..	Bacari ..	Ditto ..	28	Ditto ..	Ditto ..	
8	Ditto ..	Capitão ..	Ditto ..	32	Ditto ..	Ditto ..	
9	Ditto ..	Nascito ..	Ditto ..	29	Ditto ..	Ditto ..	
10	Ditto ..	Ullete ..	Ditto ..	26	Ditto ..	Ditto ..	
11	Ditto ..	Joaquino ..	Ditto ..	25	Ditto ..	Ditto ..	

This muster-roll contains eleven persons.

(Signed) ANTONIO MARIA GUEDES.
L. A. E. MACEIO.

Mark X of the Master.

Visa on muster-roll :—

"Prosecutes a voyage from Mozambique for her destination, the 21st of May, 1861.

(Signed)

"A. M. GUEDES."

CLASS A.

D

CAPE OF GOOD HOPE.

(No. 6.)

Manifest.

(Translation.)

He paid 80 reis for the

(Seal.)

Department of Customs, at Ibo, June 17, 1861.

(Signed) SALES.

Custom-house of Ibo. Launch "*Flor de Cabaceira*," Satrabogi Dolbudas. Nationality, Portuguese.
Manifests Captain Hassuado. For a voyage to Arimba.

Marks.	Quantities.	Description of Goods.	Value.	Date.
	13	Pieces of cotton	52 8000	
	60	" linen	54 000	
	84	" goods	90 000	
	10	Shirts, for the use of the Moors	4 000	
	17	Head-dresses	15 000	
	6	Pieces of assorted handkerchiefs	11 000	
	1	" printed calico	3 000	
	10	" satin	9 000	
	10	Parcels of assorted	9 000	
	2	{ Papers Packets } of cord	1 500	
	2	Barrels of powder, of 10 lbs. each	5 000	
	3	Muskets	13 000	
	40	Brass bracelets	3 000	
	1	Case with assorted dishes	10 000	

Ibo, June 17, 1861.

Verified.

(Signed in Arabic.)

(Signed) FERREIRA.

Cleared by this Department of the Custom-house at Ibo, June 17, 1861.

(Signed)

The Director, J. C. DE FIGO. NOGUEIRA.
The Clerk, JOSE ANTONIO FERREIRA.

(No. 7.)

License.

License from the President of the Municipal Chamber of the Islands of Cape Delgado to Chatribagi Lavadau, to keep open, in Arimba, his shop of goods, provisions, &c.

Valid for three months from the date of issue at Ibo, January 26, 1861.

(Signed)

J. VICTORINO A. DE BRITO.

(No. 8.)

(Translation.)

Manifest passed by Satrabogi Dolubudas, for the sailing of the launch "*Flor de Arimba*," going to Arimba.

Passed at Ibo, July 10, 1860.

Regularly endorsed at the Custom-house at Ibo, July 10, 1860.

Signed by the Director, J. C. F. NOGUEIRA.

(No. 9.)

(Translation.)

Another Manifest passed by the same party for the same vessel, going to the same place.

Passed at Ibo, July 30, 1860.

Endorsed with a permission to embark the goods manifested.

(Signed by the Director Nogueira and the First Clerk.)

(No. 10.)

(Translation.)

Administration of the Council of Mozambique.

Chatrabogi Dolobadas, Portuguese subject, presented himself at this office, arriving from Ibo the 27th instant, in the boat "*Boa Noticia*," bringing in his company two servants, blacks, named Amissi and Alfane. He announces his residence to be in Council-street.

Mozambique, April 30, 1861.

(Signed)

The Clerk, JOAO DA CRUZ ALMEIDA.

(No. 11.)

(Translation.)

Declaration made by Alave Bum Assane to have sold a certain piece of ground, situated in Arimba, to the Banian Satarborge Malabardas, living in Arimba, for the sum of 1 dollar and 1 quarto.

Paper drawn up and signed at Arimba, September 25, 1860.

Witnessed by Manoel B. de Morciao and Caetano J. Rezende.

(No. 12.)

Declaration of Alon Asam that he placed in the hands of [Satrabogi 8 pieces of goods ("pezos en fazenda") to pay for 4 palm trees.
February 18, 1859.

(Signed)

XAVIER ANTONIO.
ANTONIO PEREIRA.

(No. 13.)

(Translation.)

Declaration of Satrabogi Mahmoodosi, that by the present paper he gives to his daughter Robeia,—his negress named Amina, a negro named Mucasabo, a house and 4 of wood, 10 pieces of "palmas."

(Signed in Arabic)

And by—

X. A. DE LIMA.
A. PEREIRA.

(No date.)

(No. 14.)

(Translation.)

M. Satrabogi,

(No date.)

The bearer of this goes to you, seeking that you will deliver to him the little "palmarinhas" requested by my letters 1 and 2, and this the 3rd, that be there 100 or 200; what they cost I bind myself to pay. Do not fail me.

I am your friend,
(Signed)

JOAQUIM GANZAGA.

Addressed to M. Satrabogi, residing at Arimba.

(No. 15.)

In the business of the Portuguese ship or dhow "*Flor de Cabaceira*," whereof Xatorbagi Dolabo was owner and Assuadi was master, her tackle, apparel and furniture, and the goods, wares, and merchandize, and slaves on board, the same taken by Her Majesty's ship of war "*Penguin*," John George Graham McHardy Esq., Lieutenant Commanding said ship or dhow, afterwards burnt, no crew found on board, the slaves or portion thereof brought to Simon's Bay.

Appeared personally John George Graham McHardy Esq., Lieutenant commanding Her Majesty's steam gun-vessel "*Penguin*," who being duly sworn to depose the truth made oath: That on the 24th of June, 1861, Her Majesty's said gun-vessel was cruising off Querimba Island, when at about 8.30 A.M. they observed a dhow standing to the southward and about eight miles off, upon which the appearer got up steam, made sail, and stood towards her for the purpose of ascertaining her character. That the dhow thereupon tacked and stood towards the land, on which the "*Penguin*" fired a blank gun as a signal for her to heave-to. That the dhow then hoisted Portuguese colours, but no further attention was paid to the signal, on which they followed in chase, gaining on her and firing from time to time three shotted guns. That at the third gun, the said dhow being then in about latitude 12° 32' south and longitude 40° 48' east, off the Island of Querimba, shortened sail. That about a quarter of an hour afterwards the "*Penguin*" arrived close alongside the dhow, when the appearer manned a boat and boarded her. That the said dhow had 11 negroes, slaves, on board (8 men and 3 children), the latter under the age of 12 years. That appearer saw neither master nor crew, and upon interrogating one of the said slaves who spoke a little broken Portuguese through one of the "*Penguin's*" crew, who also spoke a little of that language, the appearer learnt that the master and crew had taken to their boat previously to the dhow shortening sail, and had probably escaped to the land. That through the same source the appearer further learned that the said dhow had just returned from Ibo, where she had landed a cargo of slaves. That upon searching the said dhow the appearer found she had a temporary slave-deck, constructed of rattans and capable of carrying from 40 to 50 slaves, ready laid. That she had a great number of coarse slave-mats, far larger in quantity than was necessary for the use of the vessel as a merchant-vessel. That two pairs of slave-irons were discovered concealed under the cooking galley, which irons are ready to be produced to this Honourable Court. That the said dhow had a good-sized copper boiler, and a number of smaller pots capable together of cooking food for 40 or 50 people. That the only cargo on board consisted of 2 small boxes containing pieces of common print, 2 kegs of gunpowder, and a bale of cotton wool, and about half a cwt. of brass rings. That in a box on deck were found the several papers annexed to the appearer's affidavit sworn in this cause on this day, and now in this Honourable Court. That the appearer caused the pieces of print to be distributed to the slaves, who were, with the exception of one or two who had a waistcloth on, perfectly naked. That the food found on board consisted of three bags of paddy and two of millet. That the appearer then caused the said dhow to be surveyed, when it was found that besides her small size (30 tons) and rig, she was both from age and defects unable to encounter the perils of a voyage to a port of adjudication; and, moreover, that the "*Penguin*" had two boats away on service, and could spare no more hands; whereupon the appearer after measuring said dhow caused her to be sunk, after reserving the brass rings, the rest of the cargo being worthless. That the said dhow measured 45 feet in length, 12 feet amidships in breadth, and 7 feet in depth, and was of the burden of 29.085 tons. That the "*Penguin*" then proceeded to Rovooma Bay, where the appearer landed the said slaves (1 child who was very sick excepted) for the benefit of their health. That the men were engaged to assist the boat's crew in taking some wood on board, when they availed themselves of the opportunity to escape, carrying off one of the children, and succeeded in evading the pursuit which was instantly made after them. That the remaining two children are now on board the "*Penguin*," ready to be produced to this Honourable Court.

(Signed)

J. G. G. McHARDY.

On this 30th day of December, 1861, the said John George Graham McHardy was duly sworn to the truth of this affidavit before me.

(Signed)

AL. DUPRAT, Commissioner.

CAPE OF GOOD HOPE.

(No. 16.)

"Penguin," June 25, 1861.

The papers found on board the dhow "*Flor de Cabaceira*" are too numerous and multifarious to number and describe, but they have been sealed up by me in two packages marked by me No. 1 and No

(Signed) J. G. G. Mc HARDY, *Lieutenant Commanding.*

The papers referred to in foregoing certificate were opened by me for the purpose of being numbered and attached to the captor's affidavit verifying the same.

Cape Town, December 30, 1861.

(Signed) CHARLES A. FAIRBRIDGE, *Admiralty Proctor.*

(No. 17.)

No master on board the vessel at the times of boarding and seizure, therefore no certificate delivered.
Given under my hand this 25th day of June, 1861.

(Signed) J. G. G. Mc HARDY,

Lieutenant Commanding Her Britannic Majesty's steam gun-vessel "Penguin."

(No. 18.)

Sir,

"Penguin," off Querimba Island, June 24, 1861.

In compliance with directions contained in your Memorandum of this day, I have the honour to inform you that on examining the dhow "*Flor de Cabaceira*," as to her fitness for making a sea voyage to any port of adjudication, I beg to state that I do not consider her capable of doing so with safety, and, on measuring her, find her dimensions as follows:—Length of upper deck, 45 feet; midship breadth, 12 feet; depth of hold, 7 feet; which measurements make her to be of 29.085 tons burden.

I have, &c.

(Signed) STOPFORD C. TRACEY, *Second Master.*

To Lieutenant J. G. G. Mc Hardy, R.N.,

Commanding Her Majesty's steam gun-vessel "*Penguin*."

(No. 19.)

I, the Undersigned, John George Graham McHardy, holding the rank of Lieutenant in Her Britannic Majesty's navy, and commanding Her Majesty's steam gun-vessel "*Penguin*," duly authorized by the Treaty between Great Britain and Portugal dated the 3rd July, 1842, for the suppression of the Traffic in Slaves, do hereby declare that on the 24th day of June, 1861, being in latitude 12° 32' south, and longitude 40° 48' east of Greenwich, I seized the "*Flor de Cabaceira*," for having violated the said Treaty; and I further declare that the vessel had on board, at the time of seizure, eleven slaves (three of them children), and no other persons on board, and I also declare that I found this vessel in the following state:—

The master, whose name was on her papers, was not on board. I found slave-irons stowed under her cooking galley; none of the slaves clothed, with the exception of a cloth, and some of them perfectly naked.

These circumstances, and having had to chase her for three hours and a-half, and fire a blank gun and then several shot a-head of her before I could bring her to, induced me to seize her as a vessel having been engaged, or being engaged, in the transport of negroes for the purpose of consigning them to slavery.

And I further declare that I am of opinion that the master and crew must have deserted the vessel in a boat, during the time they were being chased, without having been observed.

Given under my hand, this 24th day of June, 1861.

(Signed) J. G. G. Mc HARDY,

Lieutenant Commanding Her Majesty's steam gun-vessel "Penguin."

Inclosure 2 in No. 8.

Evidence taken in the case of the Portuguese dhow "Flor de Cabaceira."

Evidence of Zenne, who being examined through Mr. Fields, interpreter, answered:—

That he does not know his age: that he is from the Mozambique country; was on board the "*Flor de Cabaceira*;" was on board a Banian ship; was on board ten days; that he embarked at Ibo; that he was on board before the ship was at Ibo; that he went from Mozambique to Ibo in the same ship; that he did the same work as a sailor; was a sailor on board, but a slave; that ten other sailors were on board; that they were the same men on board when the English came; that no men left the ship before the English came; that a waist-cloth was all he had on; all the others had the same. (Shown shackles.) That the men when they did no good were put in them; that he was never in irons on board; that the Captain's name was Pener; that he does not know the name of any one else on board; that the other sailors were all put on board the English ship; that he does not know where they are now; does not know Assuadi; does not know Xatorbagi; does not know Bararica (names on muster-roll read); does not know any of them; that he does not know the names of any one on board; that he loves the truth and does not tell lies (said in English). That all the seamen came from Mozambique to Ibo; that the other boy's name is Unwun.

(Signed) ✕ mark of Interpreter.

This deposition having been read over to the interpreter, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH.

Before us,

(Signed) GEO. FRERE.
AL. DUPRAT.

Cape Town, December 31, 1861.

Evidence of Unwun, who being examined through Mr. Fields, interpreter, answered :—

That his name was Unwun ; that he went on board a Banian ship at Mozambique ; that he pulled the ropes on board ; that he does not know how many were on board ; that no one left the ship before the English came ; that the captain was a Mozambique man named Nacibo ; that they were all black people on board ; that he does not tell lies ; that they were all free ; does not know how much wages he got a-month ; that a Moor man, the master of the ship, told him to go on board ; does know Arimba, the name of the country ; it is the place they were going to. (Shown shackles.) That he saw the irons on board ; that they were tied up in linen cloths ; that before the English took the ship there were plenty of them ; that the English after breaking them threw them overboard.

(Signed) ✕ mark of Interpreter.

This deposition having been read over to the interpreter, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.
Cape Town, December 31, 1861.

Evidence of Louis Ropeyarn, stoker, who being sworn and examined, answered :—

That he belonged to the "Penguin;" that he was on board at the day of capture, the 24th of June ; that he was employed below when the chase began ; that he came on deck when the prize had stopped ; did not see a boat leave the prize ; that he did not go on board the prize ; that he saw no crew when they came on board the "Penguin;" that the captain had his clothes ; they were ten or eleven in number ; that he does not speak Portuguese well ; that he conversed with the head man in broken Spanish and Portuguese when he supplied them with food, and asked him where he came from. To which he answered, "We have run some slaves at Ibo from Mozambique." That the head man said, "The morning before you took me, a boat from the dhow did go ashore;" that all the dhow's crew were slaves ; that he reported this conversation to the captain of the "Penguin;" that he does not know the name of the head man.

(Signed) ✕ mark of L. Ropeyarn.

This deposition having been read over to Louis Ropeyarn, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.
Cape Town, December 31, 1861.

Evidence of Joseph Price, second-class petty officer, who, being sworn and examined, answered :—

That he was on board the "Penguin" on the 24th of June. That he saw the chase ; was at daylight shore in sight ; was on deck, but was not the look-out man. Did not see her when first reported. Got up steam afterwards. Fancied two or three times that he saw a boat go from the dhow, but cannot swear, dhow running very fast. That he boarded the dhow ; was about 100 yards from the dhow when she lay-to ; that she was brought-to in a seaman-like way ; that she appeared to be pretty-tidily handled while under sail ; that he found eleven people on board altogether, including three children ; that the prize hoisted the Portuguese flag just before she came-to, and after the guns had fired. That the crew were negroes. That he has been on board slave-ships full of slaves ; that these are the same class of people ; that not one was clothed, but that some had waist-clothes. That he had no communication with those on board. That he was ashore at Rovooma with the men ; does not know the date ; that they were taken on shore in the cutter ; that all hands were told to keep their eye on them ; that some were carrying wood and some were cutting wood. That there were sixteen white men, with the gunner ; that they ran away after dinner ; that no one saw them go. That the best part of the whites were bathing ; that they chased after them the whole of the afternoon. That there were ten blacks on shore, and nine ran away ; (shown shackles), and identifies them ; that they were found hidden under the cooking-galley, hidden under the stones ; that he saw no other irons ; that he saw a slave-deck, made of bamboos ; that it was covered with mats. Thinks the vessel could have carried 100 slaves or more.

(Signed) ✕ mark of Price.

This deposition having been read over to Price, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH, Registrar.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.
Cape Town, December 31, 1861.

Evidence of Captain McHardy, who, being sworn and examined, answered :—

That he was on deck the whole time of the chase ; that the chase was only visible from the mast-head when first seen. That the dhow was handled as well as dhows usually are. That the distance was so great that he thinks that a boat could have dropped and escaped, unseen, at first. Did not examine the papers further than that she had a passport from Mozambique. The powder was used in the destruction of the vessel, also a bale of cotton. Did not bring the slave-deck, or any of the articles which excited suspicion, except the brass rings and irons, for fear of injuring the health of his ship on account of their filthy state, as he considered that the slave-irons and deck, and the naked slaver, were sufficient evidence of a violation of the Treaty.

(Signed) J. G. G. MCHARDY,
Lieutenant Commanding Her Majesty's ship "Penguin."

This deposition having been read over to Captain McHardy, he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH, *Registrar*.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Cape Town, December 31, 1861.

In the business of the Portuguese ship or dhow "*Flor de Cabaceira*," whereof Xatorbagi Dolabo was owner, and Assuadi master, her tackle, apparel, and furniture, and the goods, wares, and merchandise, and slaves on board the same, taken by Her Majesty's ship of war "*Penguin*," John George Graham McHardy, Lieutenant commanding said dhow, afterwards destroyed:—

Appeared personally Claud Edward Buckle, Lieutenant in Her Majesty's Royal navy, who being duly sworn made oath:—

That on the 30th day of June, 1861, the appearer, who was then a Lieutenant of Her Majesty's gun-ship "*Penguin*," and cruising in command of two of her boats off Comoro, fell in with the "*Penguin*," and rejoined her. That the appearer found on board the "*Penguin*" 11 negroes, whom he learnt had been taken out of the Portuguese dhow "*Flor de Cabaceira*," captured shortly previously. That the "*Penguin*" proceeded to Comoro, where two native interpreters were procured, who examined the said negroes in the appearer's presence. That the said interpreters translated their statement to the appearer (which translation the appearer verily believes to have been faithfully and truly made), which was to this issue, viz.:—That all of the said negroes were slaves recently brought down from the mainland; that the said dhow had just returned from Ibo, where she had landed a cargo of slaves, who were conveyed on board a three-masted vessel lying there; and that 8 of the negroes, boys under the age of 12 years, were slaves rejected on account of some ailment. That from Comoro the "*Penguin*" went to Pemba Bay on the mainland, and thence to Ibo, where she arrived on the 8th day of July, 1861, at which time Lieutenant McHardy was sick, and appearer doing duty in his stead. That the appearer being on shore on business was sent for by the Governor of Ibo, and thereupon waited on him. That the Governor questioned the appearer on the details of the capture of the "*Flor de Cabaceira*," stating that he knew her owner, and believed she was engaged on a lawful voyage. That the appearer informed the Governor that he was not present when the vessel was captured; but that he would ascertain the particulars from Lieutenant McHardy. That appearer accordingly saw Lieutenant McHardy, made himself acquainted with the causes for which the "*Flor de Cabaceira*" had been seized, and on the following day waited on the Governor with a copy of the Treaty between Great Britain and Portugal for the suppression of the Slave Trade. That upon being informed that one of the causes of seizure was that two pairs of shackles had been found on board; the Governor, who had previously appeared to doubt the propriety of the capture, immediately changed his tone, said that if the irons were really found on board the vessel, he was quite satisfied with the seizure, and that if he could see the irons he would be then more satisfied. That the appearer communicated the Governor's desire to see said shackles to Lieutenant McHardy, who objected, however, to send the same on shore on the ground that the Governor of Ibo could exercise no jurisdiction in the matter.

And the appearer lastly saith, that at his interview with the Governor a Banian was present, who was stated by the Governor to be the owner of the "*Flor de Cabaceira*;" and that the said Banian on being informed of the shackles found on board his said vessel, protested she had no such shackles on board when she left Ibo, and expressed himself utterly unable to account for their presence.

On this 3rd day of January, 1862, the said Claud Edward Buckle was duly sworn to the truth of the foregoing affidavit.

(Signed) CLAUD E. BUCKLE.

Before me,
(Signed) FREDERIC R. SURTEES.

Inclosure 3 in No. 20.

Judgment.

THIS is the case of a vessel named the "*Flor de Cabaceira*," built at Mozambique in 1861, and purchased by a Banian, a Portuguese subject, in May of that year. This man, named Xatorbagi Dolabo, appears from the papers to have been employed before this time in lawful trade, and to have had a small mercantile establishment at Arimba, near Ibo.

He appears to have left Mozambique for Ibo in the "*Flor de Cabaceira*" about the 20th of May, with his papers in proper order, visé for Ibo, the capital of the district of Cabo Delgado, within which Arimba lies. There is nothing to show what cargo he took from Mozambique, but a manifest shows that he cleared his vessel from Ibo on the 17th June, with a small cargo for Arimba, valued at about 300 dollars. Two manifests found among the papers show that in July 1860 he made two similar trips in another vessel called the "*Flor de Arimba*." On the 24th of June she was taken by Her Majesty's steam-vessel "*Penguin*," after a chase of three hours.

The reasons given by the captor for detaining her are—the chase; the eleven people found on board were slaves; that she had a slave-deck laid with mats, and cooking utensils capable of cooking for fifty people, and that two pair of shackles were found concealed under the cooking-places.

The Court has not had the means of sifting this evidence, the captor having given the detained persons an opportunity of escaping, of which nine availed themselves.

In regard to the absence of witnesses, the Court would observe that the Treaty is imperative as to their being all brought before the Court, which according to Article VII of Annex B would almost seem to be precluded from coming to a decision until two or three at least of the principal persons among those detained on board have been examined, and if this is almost impossible to arrive at a satisfactory conclusion. In like manner, although it is impossible to bring a small vessel round to Table Bay, an exact description and measurement should be obtained of all articles upon account of which condemnation is sought; and in this case the vessel herself might apparently have been left in the hands of the authorities at Ibo or any other Portuguese Settlement, where a survey

might have been procured, which would have been of great assistance to the Court, and by which the loss of the vessel and cargo would have been avoided.

Under these circumstances, it is the opinion of the Court that the detention was justifiable, but that the evidence produced by the captors is insufficient to warrant a sentence of condemnation, when weighed against the proof afforded by the papers that the vessel when captured was employed on legal traffic between Ibo and Arimba, and by the evidence of the two negro boys that the persons on board were the same shipped as her crew at Mozambique, and that no other persons had been on board, or left the vessel since her departure from that port.

The presence of irons on board brings the vessel within the provisions of the Xth Article of the Treaty, and no compensation for losses, damages, or expenses, consequent upon the detention, can therefore be awarded.

*Court of Mixed British and Portuguese Commission,
Cape Town, January 4, 1862.*

Before George Frere, Esq., and the Commander Duprat.

Present:

F. R. Surtees, Esq.

E. A. de Carvalho, Esq.

Wm. Tasker Smith, Esq., Registrar.

The Honourable William Porter, Esquire, Her Britannic Majesty's Attorney-General for the Cape of Good Hope, on behalf of the captors, prayed that the said vessel, cargo, and slaves, be condemned.

The Commissioners pronounced the said vessel "*Flor de Cabaceira*," her tackle, apparel, and furniture, and the goods, wares, and merchandise laden therein, to have been at the time of capture and seizure thereof engaged in licit traffic, and as such not liable to condemnation.

That shackles having been found on board, no compensation for losses, damages, and expenses, consequent on the detention of the vessel, are awarded.

That the two negro boys be made over to the care of the Curator of Emancipated Negroes, if they do not desire to be forwarded back to Mozambique.

A true extract,
(Signed)

WM. TASKER SMITH, Registrar.

No. 21.

Her Majesty's Commissioners to Earl Russell.—(Received March 31.)

My Lord,

Cape Town, January 31, 1862.

WE have the honour to report to your Lordship the following particulars relating to the adjudication in the Vice-Admiralty Court of this Colony on the 14th instant, of a dhow captured by Her Majesty's ship "*Penguin*," Lieutenant Mc Hardy, upon which condemnation was decreed.

From the affidavit filed in the case, it appeared that, on the 29th of April last, Lieutenant Mc Hardy, being in the "*Penguin's*" boat off Saddle Island, Johanna, observed a dhow running for the land under Muscat colours. Having intercepted and boarded her, he found upon examination that she had a crew of twenty-three men, and was fitted with three large water-tanks holding a quantity of water far greater than was necessary for her use as a legal trader, and a similar excess in the number of mess-kids.

Upon the captor demanding from the master the usual passport carried by dhows claiming to belong to the subjects of His Highness the Sultan of Muscat, two documents were produced, one being a French passport of an Arab vessel named "*Reain*;" the other a certificate of the Hanseatic Consul belonging to a dhow called "*Fasul Gher*," conveying passengers between Zanzibar and Madagascar.

These circumstances, together with her fittings, induced the captor to seize the dhow as engaged in the Slave Trade, and take her to Johanna, where in the course of the same night the crew contrived to get on shore and escape.

This vessel being found unfit for a voyage to a port of adjudication was destroyed.

Her burthen by admeasurement was 202 $\frac{3}{4}$ tons.

• We have, &c.

(Signed)

GEO. FRÈRE.

FREDERIC R. SURTEES.

No. 22.

Her Majesty's Commissioners to Earl Russell.—(Received June 27.)

My Lord,

Cape Town, May 15, 1862.

WE have the honour to report to your Lordship that, by information recently received, no Slave Trade seems to have been carried on from the Portuguese

possessions to the southward of Mozambique for some time past; only one vessel is reported to have procured a cargo of slaves at Inhambane, but even of this our informant could not speak with any certainty. From Quilimane the export trade had disappeared, with the withdrawal of the vessels which formerly took slaves as engagés for the French Government; but we much regret to learn that a large number of slaves which had been collected by one of the persons engaged in that traffic, but for whom there was no demand, in consequence of the non-appearance of the vessels for which they had been procured, were allowed to perish miserably by hunger on the island on which the dépôt was situated.

By an official bulletin also, issued on the 10th October by the Governor-General of Mozambique, we learn that the Arab Chief of Angoxa, under whose authority that place has so long been a notorious slave-market, has been at last expelled by the Portuguese Government, which attacked him by means of an expedition overland from Quisungo. After two or three days' fighting the Portuguese force took possession of the island, hoisted the flag of His Most Faithful Majesty, and received the submission of the inhabitants. This appears to have been effected about the 27th of August last, and on the 29th of that month three dhows were detained by Lieutenant Ross in the boats of Her Majesty's ship "Gorgon," between the Port Pangane and Mahatto Island; on board one of which was the Arab Chief of Angoxa, who it appears had made his escape down the river with all the slaves he could lay hands on. He was subsequently allowed by Lieutenant Ross to make his way to the shore in one of the dhows with his men, as the bad weather made it dangerous to detain them, the other two dhows being destroyed, and the cases brought before the Vice-Admiralty Court for adjudication.

We hear also that Dr. Livingstone, whose movements seem to be closely followed by the Portuguese, met with several parties of slave-traders from Tette, in the neighbourhood of Mongomero, where the Mission under Bishop Mackenzie is now located, and that the traders having fled, the slaves were settled at the Mission. These slaves were no doubt intended for the supply of the Portuguese on the Zambezi, and some possibly for exportation; but this last, as we have already stated, seems to have ceased for the present. A large trade, however, was being carried on in the country near the Mission for the supply of the ports to the northward, whence a great number of slaves are exported to the Persian Gulf: of the vessels thus employed, no less than eighteen, varying from 60 to 200 tons, were captured by Her Majesty's ship "Gorgon," under the command of Captain Wilson, in the months of August, September, and October last; these cases are now before the Vice-Admiralty Court, and will be reported to your Lordship when adjudicated, but there is no doubt that their capture and that of upwards of twenty others, previously taken by Her Majesty's ships "Lyra," "Sidon," and "Penguin," and already reported to your Lordship, must have inflicted a heavy blow upon the slave-traders from the Persian Gulf.

These successes, coupled with the efforts of Dr. Livingstone, will no doubt tend much to the suppression of the Slave Trade. We can, therefore, entertain the hope that a serious impression has been at last made upon the Trade which Her Majesty's Government has so long striven to extinguish.

We have, &c.
(Signed) GEO. FRERE.
FREDERICK R. SURTEES.

No. 23.

Her Majesty's Commissioners to Earl Russell.—(Received August 1.)

My Lord,

Cape Town, May 31, 1862.

WE have the honour to inclose to your Lordship reports of the cases of eighteen dhows adjudicated in the Vice-Admiralty Court of this Colony on the 17th instant, and condemned as good prizes to Her Majesty's ship "Gorgon."

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure in No. 23.

Reports of Eighteen Dhows condemned in the Vice-Admiralty Court.

No. 1.—A dhow of 156 tons, captured on the 3rd of August by Lieutenant Harvey, in command of a boat of Her Majesty's ship "Gorgon," off Lindy River. This vessel was observed at anchor at the mouth of the river, and upon being boarded was found fully equipped for the Slave Trade, with a crew of twenty men, apparently Joasme Arabs, and no papers or colours. She was destroyed after the crew were landed.

No. 2.—A dhow, 84 tons, captured on 9th August by Lieutenant Harvey, in command of two boats of Her Majesty's ship "Gorgon," off Kiswara Harbour. Three dhows were observed to heave in sight round Kiswara Point, and taking no notice of a musket-shot being fired as a signal to bring-to, but still making the best of their way to sea, the two boats gave chase, and succeeded in boarding two of them.

The first being searched was found fully equipped for the Slave Trade, and a crew of fifteen men, with no colours or papers; being unfit for a voyage to a port of adjudication, she was destroyed after the crew were landed.

The second, No. 3, a dhow of 47 tons, was found also equipped for the Slave Trade, and a crew of twelve men, Arabs, and no papers or colours; being found exceedingly leaky, was subsequently abandoned by the captors, and soon afterwards foundered.

No. 4.—A dhow of 172 tons, taken on the 19th August by Commander Wilson, in Her Majesty's ship "Gorgon," to the northward of Querimba Island. This vessel was observed on shore on the reef, and upon being boarded was found with a crew of twenty-five men, Arabs, fully equipped for the Slave Trade, with no colours or papers, and with every appearance of having recently had a cargo of slaves on board.

The master stated that on the previous evening, having then on board 100 slaves shipped at Conducia, he had been chased by one of Her Majesty's cruisers (supposed to be the "Penguin,") and had run on shore in the dark, and that after the stranding of the vessel the slaves had been landed on the island.

After the crew were landed, this dhow was destroyed, being much injured by the reef.

No. 5.—A dhow of 169 tons, captured on the 24th August by Mr. Guido Harris, second master of Her Majesty's ship "Gorgon," who was then at Zanzibar, in charge of a slave dhow detained by the "Gorgon." Mr. Harris having learnt from Colonel Rigby, Her Britannic Majesty's Consul, that a Sooree pirate, of the name of Mohammed Bin Alee, intended to run a cargo of slaves from Mlony, a point about seven miles north of Zanzibar, proceeded after dark with an armed boat to lay in wait for the vessel, accompanied by one of the Consul's boat's crew to identify her if necessary. About midnight they perceived a dhow running to the northward. Upon attempting to board her the crew resisted with drawn swords, whereupon Mr. Harris and his men opened fire, and after killing three or four, and driving the rest overboard, succeeded in capturing her. Upon searching the dhow, 17 slaves were found stowed away in different parts of the vessel. She was completely fitted for the Slave Trade, with no colours or papers, and being unseaworthy was destroyed.

No. 6.—A dhow of 169 tons; and No. 7, a dhow of 229 tons. These vessels were captured on the 29th of August by Lieutenants Ross and Price, while cruising in the pinnace and whale-boat of Her Majesty's ship "Gorgon" between Port Pangane and Mahatto Island, when three dhows were seen standing for the land, and after an hour's chase these two were cut off and forced to bring-to. Upon being boarded, they were found provided with Arab colours, but no papers. On board of one was an Arab who styled himself the King of Angoxa, who had neither passports nor papers, nor could he account for being without them. The only document he possessed was a blank envelope addressed to Queen Victoria. He appears to have been escaping from Angoxa with as many slaves as he could get. These vessels were detained, and as the weather appeared threatening, were anchored with the "Gorgon's" boats two miles to the south of Mahatto Island, but in consequence of the weather becoming worse, Lieutenant Ross removed the crews and slaves from two of the dhows to the third one, and allowed her to escape, and destroyed the two remaining.

On board the dhow where the King was, were found two revolvers, marked with the broad arrow and the letters B. O., and respectively numbered 18 and 24. It is believed that they belonged to two men of Her Majesty's ship "Lyra," who, about two years before this capture, were murdered in the Angoxa River.

No. 8.—A dhow of 109 tons, captured on the 6th September by Lieutenant Ross, while cruising with the pinnace and whale-boat of Her Majesty's ship "Gorgon," off Songa Island. This dhow was discovered standing towards Quilloa. Upon being searched she was found fully equipped for the Slave Trade, with neither papers nor colours, and a crew of thirteen Arabs, who admitted that they were bound to Quilloa to get a cargo of slaves. Being unfit for a voyage to a port of adjudication, she was destroyed after the crew were landed.

No. 9.—A dhow of 200 tons, captured by Lieutenant Harvey on the 8th September, while cruising in one of the "Gorgon's" boats, off Pemba Island. This dhow was discovered coming to anchor in Port Wangeeke, in the north of the island. Upon being boarded she was found fully equipped for the Slave Trade, with a crew of twenty men, Sevodis, from the Persian Gulf, but no colours or papers; and being unfit for a voyage to a port of adjudication, was destroyed after the crew were landed.

No. 10.—A dhow of 138 tons, captured on the 11th September by Lieutenant Ross, in command of the "Gorgon's" pinnace, while cruising off Wasseen Reefs. This dhow was observed at 6 A.M., standing towards the land, her decks crowded with negroes, apparently slaves. At the captors firing across her to bring her to, the crew ran her on shore into the mangrove bush and escaped. Upon being boarded, they found that she had recently been occupied by a great number of people. No papers, and fitted for the Slave Trade. Being hard aground, she was destroyed.

No. 11.—A dhow of 53 tons, captured by Lieutenant Ross on the 11th September, in the "Gorgon's" pinnace, while cruising off Wasseen Reefs. This vessel was seen at 2 P.M., standing to the southward, and after a chase of six hours ran ashore into the mangrove bush. During the chase the crew were seen driving a large quantity of grown-up slaves on shore, and carrying off the boys and girls. Upon being boarded she was found deserted; no colours or papers, and fully equipped for the Slave Trade; and being unfit for a voyage to a port of adjudication was destroyed.

No. 12.—A dhow of 66 tons, captured on 14th September by Lieutenant Ross, while cruising off Mombaza, in the "Gorgon's" pinnace. She was observed running in for Mombaza, and upon being searched she was found fully equipped for the Slave Trade, with a crew of thirteen men, Northern Arabs, but no colours or papers, and after the crew were landed she was destroyed, being found unfit for a voyage to a port of adjudication.

Nos. 13, 14, 15, and 16.—On the 16th September, Lieutenant Ross, while cruising in the pinnace of Her Majesty's ship "Gorgon," off Melinda, stood into that anchorage for water, accompanied by the whale-boat, in command of Sub-Lieutenant Price, when they saw three dhows at anchor in the roadstead and a smaller dhow showing off from the shore with forty or fifty armed men on board, Northern Arabs, apparently bound to the dhows.

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Upon the attempt of the boats to intercept the dhow with the armed men, the Arabs opened fire, and the crew of the other dhows jumped overboard and swam on shore; this fire was returned with musketry and grape and canister from the pinnacle's howitzer. After several of the Arabs had been killed and wounded, the remainder escaped to the shore. The dhows were then searched, under a heavy fire from the shore, and captured as follows:—

No. 13, of 192 tons, found deserted and without colours or papers, and fully equipped for the Slave Trade.

No. 14, of 101 tons, found deserted and no colours or papers, and fully equipped for the Slave Trade.

No. 15, of 81 tons, found deserted and without colours or papers, and fully equipped for the Slave Trade.

No. 16, of 51 tons, the same one which had resisted and was afterwards abandoned, was found deserted, with the exception of one negro, who stated that the other three dhows had landed 180 slaves, who were on shore while the vessels were being cleaned and watered, and that when these slaves were reshipped and more obtained, the dhows would proceed on their voyage to the Persian Gulf; and he added, that the dhow which he was in was also destined to carry a cargo of slaves to the Persian Gulf, in company with the others. She had no colours or papers, and was completely fitted for the Slave Trade.

These four were also destroyed as being unseaworthy.

No. 17.—A matapi of 75 tons, captured on 30th September by Mr. Hansan, the boatswain, in command of the pinnacle of Her Majesty's ship "Gorgon," while cruising in Manda Bay, in company with the whale-boat and gig, all under the command of Mr. Inglis, master of the "Gorgon."

This vessel was observed coming out of the bay, and after a chase of about twenty minutes (during which an exchange of fire was kept up) she ran on shore in the mangrove bush. Upon being boarded, she was found deserted, with no colours or papers, and cleared of everything. During the chase, a crowd of people were observed on board, more in number than her crew could consist of, whom the captors believed must have been slaves, and who were carried into the bush when the vessel was beached; otherwise there could be no cause to avoid search, the object of the "Gorgon's" boat being well known. She was therefore destroyed.

No. 18.—A dhow of 92 tons, captured on the 3rd October by the gig and whale-boat of the "Gorgon," under command of Mr. Inglis, while lying off Shella Point. When first observed, she was running towards the land, and when it was endeavoured to intercept her, she was run on shore, and the Arab crew were seen with drawn swords driving a crowd of slaves overboard. Upon being boarded, she was found deserted by her crew with no colours or papers, fully equipped for the Slave Trade, and with 44 slaves on board—32 males and 12 females. After she was got off the shore, and brought alongside the "Gorgon," the slaves were removed to the "Gorgon," and the dhow being in a leaky state soon after foundered.

The slaves in these dhows were all conveyed in the "Gorgon" to Seychelles, and handed over to the Civil Commissioner, with the exception of 5 boys, who were brought to Simon's Bay.

With respect to these lads the Court does not appear to have made any order, and it is understood that they remain on board Her Majesty's ship "Gorgon."

No. 24.

Her Majesty's Commissioners to Earl Russell.—(Received October 30.)

(Extract.)

Cape Town, September 18, 1862.

WE have the honour to lay before your Lordship our Report upon the Slave Trade on the East Coast of Africa during the year ending on the 30th instant.

With regard to the Portuguese possessions, we learn that at Ibo slaves are very plentiful and cheap, whence it is inferred that the export has not been very great. The Governor is said to show every disposition to check the trade, and prevent slave-vessels, either European or native, from procuring cargoes: the number of European vessels which have succeeded in doing so during the past year may be taken as not exceeding three, carrying from 1,200 to 1,500 slaves. The last of these appears to have left the coast about July last; and another, which made an attempt towards the end of 1861, failed, but is supposed to have succeeded at some of the ports to the northward.

South of Ibo, the conveyance of slaves in dhows has in a great part, if not entirely, stopped.

From Mozambique itself no slaves are exported, but Mokamba to the south, and Velhaco to the north, about fifteen miles from the seat of Government, are ports at which vessels engaged in the Slave Trade usually procure cargoes, and a few cargoes have been taken thence for the Comoro Islands.

At Angoxa also the trade has lately declined. Towards the end of 1861 about 1,200 to 1,500 slaves were taken off. Of nine dhows employed in these transactions one was captured by Her Majesty's ship "Sidon," and three were destroyed by Her Majesty's ship "Ariel," after they had landed their cargoes, which were disposed of at Majunga and other ports on the north-west coast of Madagascar, where, and at the Comoro Islands, a sure market is always found. This trade is principally carried on to supply the French colonists in Mayotte and Nos Beh, who continue to import negroes from Mohilla and Comoro in vessels which carry a French officer, the negroes being certified to be free men by the Government of the port of shipment. It is said that these certificates cost 5 dollars a piece, and that 30 dollars are paid for each man. It is to be hoped that as the Portuguese have established their sovereignty at Angoxa, as reported by us in our despatches

of the 15th of May last, the Slave Trade may be checked. The loss of life and property amongst the wealthy and influential Arabs at the taking of the town will probably have contributed to that good result as far as regards the town of Angoxa itself.

From Quilimane we hear of no exportation, but three European vessels are reported to have taken cargoes lower down the coast, namely, from near Inhambane two, and from Delagoa Bay, or its vicinity, one.

To the northward again, beyond the Portuguese possessions, the trade has been carried on to a considerable extent by Arab dhows for the supply of the Persian Gulf and the Somali tribes; but the attempts made in September, October, and November 1861, were much impeded by the presence of Her Majesty's ships. Towards the end of November, however, when the south-west monsoon ended, about 300 slaves were carried off, and a few more may have been taken in December, when the cruisers were necessarily absent; but the severe check which had been given to the trade by the energetic action of Her Majesty's ships "Gorgon" and "Ariel," would, it may be hoped, prevent any shipments. Until the monsoon set in again, the trade could not well be carried on north of the line; and since March, when the monsoon commences, many more captures have been made by Her Majesty's ship "Ariel," so that the traders must have suffered considerable loss.

With regard to the dominions of the Sultan, we learn that at Zanzibar twice as many slaves are imported as are required for the service of the inhabitants. This over-importation tends to keep up the trade on the coast, and the evil would be much lessened if His Highness could be induced to prevent the export of slaves from Quiloa and other of his ports, in excess of the demand by his subjects. But even if this were done it would be requisite to watch the entrance to the Persian Gulf, for there are other less known ports on the coast, whence the traders would arrange to ship their cargoes, the profit upon which is too great to be readily abandoned, as will appear from the fact that slaves costing 5 dollars realize from 50 to 100 dollars in the Persian Gulf and on the coast of Arabia.

At the Comoro Islands and at Mohilla slaves are still imported, chiefly from Velhaco, though some are said to have been kidnapped from the neighbourhood of Mozambique. At Johanna it is believed that none have been imported, but from all these places negroes are sent as free men to Mayotte and Nos Beh.

Allusion has been made to the activity of Her Majesty's ships, and this has led to sixty-nine cases having been brought in for adjudication during the year now about to close, some of which were captured prior to the 30th of September, 1861. Eighteen of these have already been condemned in the Vice-Admiralty Court as good prizes to Her Majesty's ship "Lyra," Commander Oldfield; four to Her Majesty's ship "Sidon," Captain Crawford; one to Her Majesty's ship "Penguin," Lieutenant McHardy; and eighteen to Her Majesty's ship "Gorgon," Commander Wilson. These cases we have had the honour to report to your Lordship, and the Court of Vice-Admiralty has now before it for adjudication the cases of twenty-six dhows seized by Her Majesty's ship "Ariel," Commander Oldfield, and one seized by Her Majesty's ship "Narcissus," Captain Bickford, the particulars of which we shall have the honour to lay before your Lordship in another despatch.

One more vessel has been seized by Her Majesty's ship "Penguin," Lieutenant McHardy, but has not yet been brought in for adjudication; and the case of one vessel under the Portuguese flag was brought before the Court of Mixed Commission by Her Majesty's ship "Penguin," and resulted in the captor's failing to obtain condemnation, though there were sufficient grounds to justify her detention.

Of these seventy vessels forty-eight were captured prior to the 30th September, 1861. The captures to which our Report relates amount to twenty-two, of which six had slaves actually on board. The number of slaves captured was 278, but in many cases the slaves were landed from the vessels before the captors could get on board. Of these 278, 217 were landed and restored to freedom, 25 died, and the remainder either escaped or were recovered by their owners.

It is with much regret that we feel called upon again to draw attention to the alleged existence of the Slave Trade in the Transvaal; it is very difficult to procure distinct information on the subject; but a declaration made by a Bushman girl named Leya, who had been twice carried off by Transvaal Boers and sold into slavery, but ultimately escaped into Natal, tends to confirm the reports which occasionally reach us, that the system of procuring slaves by "commandos" against

the natives is still carried on. We have the honour to inclose a copy of the deposition made by Leya; and we beg to add that the subject has not escaped the notice of the High Commissioner, but that the present state of the Government of the Transvaal is such as to prevent action being taken in the matter by his Excellency with any prospect of a good result.

Inclosure in No. 24.

Newspaper Extract.

NATAL.—By the overland post we have Natal news up to June 26. The following remarkable paragraph having reference to the existence of slavery in the Transvaal, is taken from a letter published in the "Natal Mercury":—"Statement made by a refugee Bushman girl, Leya, before C. L. Stretch, Esq., Field-Cornet, Upper Buffalo Ward, Natal: Leya,—I am a Bushman girl (her age is apparently 25 or 26 years). I first lived in Moshesh's country, and the Magaliesberg Boers took me away when I was a young girl. The Boer who took me was Peter Straydom. I ran away from him, and I came again to the Bushman's country. There I took a Bushman for a husband, and lived with him near Vaal River, where I lived three years. The Boers then caught me again, after shooting my husband. I was then taken to Verzemelberg with my child, aged about seven years, by Christian Pretorius, who captured me. They then took my child away from me by force, although he clung to me, and I cried very much, telling me that other persons wanted my child as well as myself, and threatening me that unless I left off crying I should get a bullet through my head. My child was sold, but I do not know who bought him, as I was crying at the time. My child has since been sold to Caspar Badenhorst (brother of the Landdrost). I remember the commando when my husband was shot. There were about fifty Boers engaged, amongst whom were Christian Pretorius (my master), Piet Joubert, and Caspar Badenhorst. These names I know. Piet Joubert said that if we made so much noise he would shoot us all. In that commando five men and three women were shot. They took prisoners all the women and children. It is about a year since I was caught for the second time. Most of the children that were taken from the breast have since died. One of the girls that was shot had a baby at her breast, and the child was taken from her. The girl not being quite dead at the time, the Boer gave her a kick and killed her! The Boers said that we stole cattle, which was not true. The beasts had strayed into Moshesh's country, and have since been restored to the Boers. Shortly after this, my master (Christian Pretorius) went away again on a commando, accompanied with more Boers than on the first commando. On the first occasion only one waggon went, but on the second commando several waggons went. The commando was away about a week. I was not present. I was present when the commando returned. I wished to run away to inform my friends that a commando was coming; but I was locked up and unable to do so. My master brought a young Bushman, and an old Bushman girl. The former was my aunt's son. The woman has since run away. She told me that a number of Bushmen and girls were shot. When my master returned the second time, one whole waggon-load of Bushman children were brought. These I saw. I do not know who has got them, as my master would not allow me to leave the house. A boy (Hottentot) told me that if I got below the Berg I would be on English ground, and that the Boers could not take me back. I was directed to go to the Field-Cornet, where I should be safe. My master, with a number of Boers, having gone on another expedition, to shoot elands they say, I left in the night, with two other girls, one of whom was a slave to my master, and the other in the service of Weenen Pretorius (Christian's father). I received no wages for my labour during the whole time. I was never flogged, and was treated well. The reason I ran away was to try and get my child. All that I have said is true.

"LEYA, her mark."

No. 25.

Her Majesty's Commissioners to Earl Russell.—(Received October 30.)

My Lord,

Cape Town, September 19, 1862.

WE have the honour to inclose to your Lordship reports of the cases of twenty-three dhows adjudicated in the Vice-Admiralty Court of this Colony on the 18th instant, and condemned as good prizes to Her Majesty's ship "Ariel."

We have, &c.

(Signed)

GEO. FRERE.

FREDERICK R. SURTEES.

Inclosure in No. 25.

Reports of Cases of Twenty-three Dhows condemned in the Vice-Admiralty Court on the 18th September, 1862.

No. 1. A dhow of 76½ tons, captured off Comoro, August 28, 1861.—On the 28th August, 1861, Sub-Lieutenant Clark was cruising in a cutter of the "Ariel" off Comoro, when at 3 P.M. a dhow was seen at anchor off the north-west point of the island. Lieutenant Clark at once bore down to and boarded her. She had a crew of fourteen Arabs, and Arab colours, but no papers of any description. She had a slave-deck constructed of bamboo, and capable of carrying about 70 slaves; three large water-tanks capable of holding about four tons of water, and other slave-fittings. Lieutenant Clark detained the dhow until the 31st August, when the "Ariel" having arrived, Commander Oldfield seized the dhow on the charge of being engaged in the Slave Trade, the crew admitting that they had just run a cargo of slaves. Being unfit for a voyage to a port of adjudication, the dhow was destroyed. She was of 76 tons burden.

No. 2. A dhow of 80½ tons, captured off Mohilla, August 30, 1861.—On the 30th of August, 1861, the "Ariel" was standing to the westward of Mohilla, when shortly after daylight two dhows were observed running along the land to the eastward. Commander Oldfield intercepted them. One being a legal trader was allowed to proceed on her course; the other ran towards the beach and anchored within a couple of hundred yards from the

shore, her crew and a crowd of persons, apparently slaves, abandoning her as the ship's boat approached. She was found to be fully equipped for the Slave Trade, having a slave-deck laid, fit to carry about 90 slaves, which had evidently just been used for that purpose; a large number of coarse slave-mats, twelve feet by four, which had also just been used; two large water-tanks, two casks, and a number of earthenware pots capable of holding from three and a half to four tons of water; a number of earthenware pots for feeding slaves, and a quantity of cocoa nuts and rice for slave food. She had neither papers nor colours. Commander Oldfield seized her on the charge of being engaged in the Slave Trade, and as she was unfit for a voyage to a port of adjudication, destroyed her. She was 55 feet in length and of 80 tons burden.

No. 3. A dhow of 162 tons, captured at Comoro, August 31, 1861.—On the 31st August, 1861, Commander Oldfield, then in command of the "Ariel," off the north-west point of Comoro Island, having received information that a slave dhow had landed a cargo of slaves in a creek to the north-west of the island, dispatched Sub-Lieutenant Fellowes in the gig of the "Ariel" in search of the dhow. At about 6 p.m. Lieutenant Fellowes discovered her in a creek, hauled up on shore within a stockade. She was deserted and dismantled, and without papers and colours. She had a slave-deck partly removed, the crew having evidently been disturbed in the operation of removing it; two large water-tanks, each capable of holding two tons of water; two large pots for cooking food, and a quantity of coarse matting. She was seized, and being stranded and unfit for a voyage to a port of adjudication, burnt. She was 73 feet in length, and of 162 tons burden.

Nos. 4 and 5. A dhow of 40 $\frac{1}{2}$ tons; a dhow of 117 $\frac{1}{2}$ tons, captured at Angoxa, September 7, 1861.—On the 7th September, 1861, the boats of the "Ariel," under the command of Captain Oldfield, entered the Angoxa river, and found four dhows at anchor. The local Governor informed Captain Oldfield that two of the dhows he honestly believed to be lawful traders, but that the other two were Soorie Arab slavers, and that Captain Oldfield had his full authority to search them and judge for himself. On the same evening Captain Oldfield boarded the two suspected dhows, and found them fitted for the Slave Trade. Both were deserted and without papers or colours, and both had slave-decks covered with matting, one capable of carrying from 60 to 80 slaves, the other at least 150, with large cooking ranges and water-tanks, and in all respects fully equipped as slavers. Upon the evidence of these fittings, and upon being further informed by the Governor that the dhows had been hired by the Sultan of Angoxa to carry cargoes of slaves, Captain Oldfield seized and destroyed both dhows, they being unfitted for a voyage to a port of adjudication. One was of 40 tons and the other of 117 tons burden.

Nos. 6, 7, and 8. A dhow of 79 $\frac{1}{2}$ tons, a dhow of 68 $\frac{1}{2}$ tons, a dhow of 79 $\frac{1}{2}$ tons, captured in St. Antonio River, September 8, 1861.—On the 8th of September, 1861, the "Ariel" was lying at anchor off Angoxa, when at about 2 p.m. three dhows were observed standing to the southward, whereupon the "Ariel" weighed and bore towards them. The dhows then bore up and ran to the northward, and the "Ariel" made chase. At 5 p.m. the dhows ran into St. Antonio River, whereupon Commander Oldfield dispatched Lieutenant Fairfax in command of the gig and pinnacle of the "Ariel" to continue the chase. At about 9 p.m. Lieutenant Fairfax discovered two of the dhows hauled up in a small creek, and boarded them. On searching the first he found her wholly deserted, and without papers or colours. He also found that she was fitted with a slave-deck constructed of rattans, and capable of carrying about 100 slaves. He further perceived that from the human ordure upon it, the deck had evidently just been used for that purpose. There were on board the dhow of number of large coarse slave-mats, and a large water-tank and seven large water-casks, capable of holding altogether upwards of three tons of water. He then seized and destroyed the dhow, she being unsuited for a voyage to a port of adjudication. She measured 50 feet in length, and was 79 tons burden. On boarding the second dhow Lieutenant Fairfax found her also wholly deserted, and without papers or colours. She likewise had a slave-deck constructed of rattans, capable of holding from 80 to 100 slaves, three large water-tanks and two large water-casks, capable of holding altogether from three and a half to four tons of water, a great number of mats, and a large quantity of coarse rice, such as is used for slave food. The dhow was then seized and destroyed, being unfit for a voyage to a port of adjudication. She was 54 feet in length, and of 68 tons burden. Shortly afterwards, in a bend of the river, Lieutenant Fairfax discovered the third dhow. She, too, was deserted and without papers or colours, and was fitted with a rattan slave-deck capable of carrying about 100 slaves, which from the human ordure upon it had evidently been quite recently used for that purpose. Lieutenant Fairfax found a great number of mats which had apparently been recently used by slaves, also a large number of earthenware vessels such as are used in feeding slaves. Lieutenant Fairfax seized and destroyed the dhow, she being unfit for a voyage to a port of adjudication. She was 50 feet in length, and of 79 tons burden.

No. 9. A dhow of 122 $\frac{1}{2}$ tons, with 82 slaves, captured off Pouna Point, March 2, 1862.—On the 2nd March, 1862, Lieutenant Clark, in command of the "Ariel's" pinnacle, cruising off Pouna Point, at about 6 p.m., saw a dhow at anchor near the shore. Having boarded her, Lieutenant Clark found she was regularly fitted for the Slave Trade, and had 82 slaves on board—42 males and 40 females. She had no papers or colours, but had a crew of nine Northern Arabs on board, besides nine other persons, also Northern Arabs, said to be passengers. Lieutenant Clark seized the vessel, and conveyed her to Zanzibar, where he arrived on the 12th March, and landed the crew and passengers of the dhow. On the 3rd March one of the slaves died of dysentery, and at Zanzibar two others contrived to escape. On the 24th March the "Ariel" arrived in Zanzibar harbour, when the slaves, 79 in number, were transhipped to her, and the dhow abandoned to the British Consul, she being unsuited for a voyage to a port of adjudication. The slaves were subsequently landed at Seychelles. The dhow was 62 feet in length, and her burden was 122 tons.

No. 10. A dhow of 130 $\frac{1}{2}$ tons, captured in Mazinga Harbour, Madagascar, March 14, 1862.—It having been reported to Captain Oldfield that two of the boats of the "Ariel" had chased two dhows into Mazinga Harbour, Madagascar, he stood into that harbour early on the morning of the 14th March, and found several dhows at anchor. Upon boarding one of the dhows he found her deserted, and without papers or colours. She had a slave-deck thirty-three feet long, and was capable of carrying upwards of 200 slaves. From the quantity of human excrement on the slave-deck and in the hold, it was clear the vessel had just landed a large cargo of slaves. She was therefore seized by Captain Oldfield, and being unfit for a voyage to a port of adjudication, was destroyed. She was 64 feet long, 17 feet 6 inches in breadth, and had a poop 21 feet long. She was of 130 tons burden.

No. 11. A dhow of 66 $\frac{1}{2}$ tons, captured at Pemba Island, March 20, 1862.—On the 20th March, Sub-Lieutenant Clark was cruising in the "Ariel's" pinnacle off Pemba Island, when at 7 p.m. a dhow was observed at anchor in Port Chak-Chak. The pinnacle stood into the port, and Lieutenant Clark boarded the dhow, which had on board a crew of fifteen persons, Northern Arabs, and 6 slaves, male children, but no papers or colours. Lieutenant Clark seized the dhow, and, it being too dark to prosecute any further search that night, made the pinnacle fast to her and remained alongside all night. At daylight on the following morning another dhow was seen sailing up the harbour, whereupon Lieutenant Clark proceeded to examine her, leaving James Blackmore, seaman, the only hand he could spare, in charge of the dhow detained on the previous evening. The

second dhow proved to be a regular trader, whereupon Lieutenant Clark returned to the prize, which he found had been run on shore. Upon boarding her Lieutenant Clark found her deserted by the crew, who had carried away the slaves. Blackmore, the seaman left in charge of her, was mortally wounded by sabre-cuts on the head, and soon afterwards died. The dhow being hard aground Lieutenant Clark set fire to her after first measuring her. She was 53 feet long, 15 feet in the beam, and 18 feet deep, and was 66 tons burthen.

No. 12. A dhow of 180 $\frac{1}{2}$ tons, captured off Zanzibar, March 24, 1862.—On the 24th March the "Ariel" was at anchor in Zanzibar harbour. At daylight a dhow was observed at the entrance of the harbour standing to the northward. Commander Oldfield intercepted and searched the dhow, being authorized by His Highness the Sultan of Zanzibar to search all suspected vessels leaving his territories. She turned out to be a Somali Arab vessel, equipped for the Slave Trade, with a crew of thirty-five persons. She had a slave-deck and a cargo of 54 slaves on board, 35 males and 19 females. The crew produced a pass from his Highness the Sultan of Zanzibar, which pass Commander Oldfield transmitted to His Highness through the British Consul at Zanzibar. His Highness caused the case to be investigated on the 27th March, and decided that the dhow had no claim to his protection, having been guilty of violating his ordinance expressly prohibiting the Slave Trade and the Treaty with Great Britain, and thereupon adjudged her in open Durbar to be a lawful prize, whereupon Commander Oldfield formally seized her. Her crew were distributed amongst vessels bound out of His Highness's dominions. The dhow being a large and tolerably built ship, was despatched with the negroes to Seychelles, where the slaves were landed with the exception of such as died, and 13 who were subsequently brought to Simon's Town, and delivered to the Curator of Slaves there. The dhow being unfit for a voyage to the Cape was destroyed. She was of 180 tons burthen.

No. 13. A dhow of 42 $\frac{1}{2}$ tons, captured off Pemba Island, March 30, 1862.—On the 30th of March the "Ariel" was cruising off Pemba Island. At daylight in the morning a dhow was observed under sail under the land, and was intercepted by Sub-Lieutenant Clark in the pinnace of the "Ariel," and boarded. The vessel was a Buddeen dhow, such as is commonly navigated by the Northern Arabs, and had a crew of eight men of that race on board. She had Arab colours flying, and was fitted as a slaver. She had 6 slaves on board, 5 female and 1 male. The crew, on being interrogated, admitted that the vessel was bound to Lamoo to take in a cargo of slaves. Lieutenant Clark thereupon seized the dhow and took her alongside the "Ariel." The crew were examined by Captain Oldfield and Lieutenant-Colonel Pelly, Her Majesty's Consul at Zanzibar, who was on board the "Ariel," when they produced a pass bearing the signature of His Highness the Sultan of Zanzibar, which was represented as having been issued in the year 1861; but upon the Consul examining the pass it proved to be an old one granted to some other vessel in 1857, and the crew having, upon further examination, confessed that they were bound to Lamoo, there to take in slaves, Commander Oldfield seized the dhow. Her crew were landed, and the slaves transferred to the "Ariel," on board of which vessel they were subsequently conveyed to the Seychelles and delivered over to the Acting Civil Commissioner, Captain Cecil Dudgeon. The pass produced by the crew was retained by the Consul for the purpose of being handed over to the Sultan of Zanzibar. The dhow, which measured 45 feet in length, 11 feet in beam, and 8 feet in depth, and was of 42 tons burthen, being unfit for a voyage to the port of adjudication, was destroyed.

No. 14. A dhow of 198 $\frac{1}{2}$ tons, captured off Brava, April 4, 1862.—On the 4th April, the "Ariel" was cruising off Brava Harbour when at sunrise a large dhow was observed standing to the northward. On the "Ariel" standing towards her she bore up for Brava harbour, followed by the "Ariel." At 7 A.M., the Ariel anchored at the entrance of the harbour, and Captain Oldfield proceeded in the gig, with the whale-boat under the command of Lieutenant Blount in attendance, to search the dhow, which had also anchored. Upon boarding the dhow Captain Oldfield found a crew of fifteen or twenty men, Northern Arabs, but neither papers nor colours. The dhow had a slave-deck with appropriate fittings for carrying upwards of 200 slaves, three large water-tanks holding four tons of water, a quantity of slave-mats, and a large quantity of coarse rice and inferior dates, such as are used for slave food. Captain Oldfield seized the vessel on the charge of being engaged in the Slave Trade. The Arab crew having attempted to rise upon him and his men, were driven into their boat, in which they escaped to the shore, and the dhow being unsuited for a voyage to a port of adjudication was destroyed. She was 75 feet in length, 19 feet in breadth, 12 feet in depth, had a poop 18 feet long, 17 wide, and 5 deep, and was of the burthen of 198 tons.

No. 15. A dhow of from 150 to 175 tons, captured sixteen miles north of Brava, April 4, 1862.—On the same day (4th April), at daylight, a dhow was observed to the north of Brava, rounding to the northward. At 9 A.M., the "Ariel" stood for her, when she immediately bore up for the land, upon which the "Ariel" made chase. At 11 A.M., the dhow anchored on the edge of the surf, about sixteen miles north of Brava, and the "Ariel" at 12-20 anchored about 800 yards off her. It was observed that she was full of slaves, and that the crew with their effects were escaping to the land. Captain Oldfield proceeded with two gigs of the "Ariel" and boarded the dhow, which was thoroughly equipped for the Slave Trade, and had from 80 to 100 slaves on board. When boarded the crew had cut her cables, and she was fast drifting into the surf. Her position rendered it impossible to remove the slaves, one man excepted. The dhow drifted on to the beach, and the boats were in the most imminent peril; that commanded by Captain Oldfield being swamped, and the crew with difficulty saved, while the shore was lined with armed men, who with muskets and spears attacked the boats and such of the slaves as attempted to make for them. Captain Oldfield thereupon declared the dhow seized as a slaver, and she soon afterwards became a total wreck. The slaves escaped to the shore, where they were seized by the armed men, apparently Somali Arabs, and the dhow being deserted, her destruction was completed by shelling her. She appeared to be from 150 to 175 tons burthen.

No. 16. A dhow of 125 $\frac{1}{2}$ tons, captured six miles north of Brava, April 4, 1862.—While engaged in destroying this dhow above-mentioned, Captain Oldfield observed another dhow standing from the south. When about three miles distant from the "Ariel" she altered her course to the southward. At about 1 P.M., the "Ariel" weighed and made chase. When about six miles north of Brava the chase finding the "Ariel" had got within shot range, anchored about 500 yards off the shore, and her crew, consisting apparently of Northern Arabs, with about 25 or 30 slaves, were distinctly seen to take to their boats, which in three or four trips carried them all to the shore. The dhow was boarded and found to be fitted with a slave platform and other slave-fittings, and being without papers or colours she was seized and destroyed.

No. 17. A dhow of 141 $\frac{1}{2}$ tons, with 100 slaves, captured at Brava, April 5, 1862.—On the 5th April, the "Ariel" was at anchor in Brava Roads, when, at daylight, four dhows were observed standing to the northward. At 8 A.M., the "Ariel" weighed anchor, and stood in-shore to intercept them. Three of the dhows were found to be lawful traders. The fourth was without colours or papers, had a crew of nine Northern Arabs, and was regularly fitted for the Slave Trade. She had a slave-deck, and had on board 100 negro slaves—eighty-one males and nineteen females. Commander Oldfield seized the dhow, and afterwards destroyed her, she being unfit for a voyage to a port of adjudication. The crew were landed, and the slaves transhipped to the "Ariel," on board of which they were conveyed to Seychelles, where they were landed.

No. 18.—A dhow of 189½ tons, captured off Pemba Island, April 21, 1862.—On the 21st April, Lieutenant Fairfax, cruising in the "Ariel's" whaler off the northern point of Pemba, at 5.20 P.M., observed a dhow anchor off Masnea, and boarded her. She had neither papers nor colours, but a crew of thirty Somali Arabs, and four negroes, believed to be slaves, in a state of nudity. She had a slave-deck capable of carrying 250 slaves, water-tanks capable of holding upwards of five tons of water, and a great quantity of matting. Lieutenant Fairfax announced his intention of detaining the dhow, whereupon her crew manifested signs of resistance. The Lieutenant then returned to his boat and fired a couple of rockets at the dhow to enforce submission. The crew of the dhow and the negroes then made their escape to the shore, some by means of the boats, and others by swimming. The dhow was then seized, and, having been damaged by the rockets, destroyed.

No. 19. A dhow of 94½ tons, captured off Juba Island, April 22, 1862.—On the 22nd April, Sub-Lieutenant Fellowes cruising off the Juba Islands in the "Ariel's" cutter, about 10.30 A.M. observed a dhow running to the northward, and stood towards her. She instantly made for the shore and the cutter gave chase. After an hour's chase, the dhow was run ashore amidst the breakers on the mainland to the northward of the Juba Islands. The cutter approached within two hundred yards, as near as was safe, and the crew of the dhow were observed to make their escape on shore with about 60 negro slaves. The wreck broke up rapidly, but the coxswain and three men from the cutter swam off to her and measured her. She proved to be of 94 tons burthen.

No. 20. A dhow of 121½ tons, captured off Murka Harbour, April 30, 1862.—On the 30th of April, Lieutenant Fairfax, in command of the whale-boat of the "Ariel," lying at anchor in the Murka Harbour, saw a dhow running into the harbour, and proceeded to intercept her. On the boat approaching her the dhow opened a heavy fire, and wounded three of the boat's crew. Lieutenant Fairfax and his men boarded the dhow, upon which her crew jumped overboard and swam ashore. She had neither papers nor colours, and was equipped for the Slave Trade, with a slave-deck and corresponding fittings, and had a cargo of 35 slaves on board, ten males and twenty-five females. The dhow, which had drifted towards the shore during the capture, was anchored, but about 5 P.M. parted, drifted on shore, and became a total wreck, the whole of the slaves escaping, with the exception of one female, who was put on board the "Ariel," and subsequently landed at Seychelles. The dhow was of 121 tons burthen.

No. 21. A dhow of 115 to 140 tons, captured off Madagascar Harbour, May 1.—On the 1st May, 1862, Lieutenant Fellowes, cruising off Madagascar with the "Ariel's" cutter and gig, observed, about 3 P.M., a dhow run into Madagascar harbour, and anchor. Lieutenant Fellowes followed with the boats, and as they approached the dhow, he observed the Arab crew drive sixty or eighty negro slaves overboard into the surf, whence they swam ashore, where they were collected into a gang by a number of armed Arabs, apparently Soories, who kept up a fire on the boats. When the boats neared the dhow, her crew escaped to the shore in their boats, having first cut the cables of the dhow, which drifted on shore and became a wreck. The crew of the gig attempted to board the dhow as she lay on the beach, but the Arabs on shore kept up so hot a fire that it was not deemed prudent to risk the men's lives. The dhow became completely broken up, and was abandoned, after being declared to be seized as a slave. She was of the Buddeen build, and appeared to be of from 115 tons to 140 tons burthen.

No. 22. A dhow of 49½ tons captured near St. Antonio River, July 14, 1862.—On the 14th July, Lieutenant Fairfax was despatched by Commander Oldfield in command of the cutter, whaler, and gig of the "Ariel," to inspect the St. Antonio River. At about 2 P.M. he observed a dhow under sail, which, on seeing the boats, bore up, and ran for the shore, off which she anchored. As the boats approached, a number of people were seen to quit the dhow, some swimming and some in boats, and by the time the boats reached her she was entirely abandoned. She had neither papers nor colours, and was completely equipped for the Slave Trade. She had a slave-deck 25 feet long, fit to carry fifty slaves; two large water-tanks, and one cask, holding together about three tons of water, a quantity of coarse rice, earthenware pots, and wooden dishes on board. She was moreover recognized as a dhow which had been recaptured from Sub-Lieutenant Fellowes off the coast of Madagascar, on the 11th of February, 1862, wounding three of his crew of five men, she having then 30 slaves on board. She was therefore seized, and, being unsuited for a voyage to a port of adjudication, destroyed. She was 48 feet in length, and of 49 tons burthen.

No. 23. A dhow of 68½ tons, captured in St. Antonio River, July 14, 1862.—About 3 P.M. on the same day Lieutenant Fairfax observed a dhow in a bend of the river. She had apparently just anchored, her sails being bent and loose, and sixty or eighty people, a large portion of whom Lieutenant Fairfax took to be slaves, were in the act of leaving her, some by swimming, others by boats. Those whom Lieutenant Fairfax took to be slaves, were driven by the Arab crew of the dhow into the bush as they landed. The boats pulled towards the dhow, and Lieutenant Fairfax boarded her. He found her quite deserted. She had neither papers nor colours, and was completely fitted for the Slave Trade. She had a slave-deck capable of carrying 150 slaves; three large water-tanks, capable of holding between four and five tons of water; and a quantity of earthenware pots and wooden dishes. Lieutenant Fairfax seized the dhow as a slave, and destroyed her, she being unfit for a voyage to a port of adjudication. She was 72 feet in length, and of 168 tons burthen.

No. 26.

Mr. Layard to Her Majesty's Commissioners.

Gentlemen,

Foreign Office, November 5, 1862.

I AM directed by Earl Russell to acquaint you that the United States' Secretary of State has informed Her Majesty's Chargé d'Affaires at Washington that Mr. Alonzo S. Upham has been appointed to the office of United States' Judge in the Mixed Commission Court established at the Cape of Good Hope, under the provisions of the Treaty concluded on the 7th of April last between Her Majesty and the United States of America for the suppression of the Slave Trade.

Lord Russell has requested Her Majesty's Secretary of State for the Colonies to make known this appointment to the Government of the Cape of Good Hope, and also to give directions that Mr. Upham may be received with the courtesy and attention due to his official position.

I am, &c.

(Signed) A. H. LAYARD.

No. 27.

Her Majesty's Commissioners to Earl Russell.—(Received November 28.)

My Lord,

Cape Town, September 30, 1862.

WE have honour to lay before your Lordship reports of the cases of three dhows adjudicated this day in the Court of Vice-Admiralty of this Colony, as good prizes to Her Majesty's ship "Ariel."

We have, &c.

(Signed)

GEO. FRERE.

FREDERICK R. SURTEES.

Inclosure in No. 27.

Report of the Cases of Three Dhows condemned in the Vice-Admiralty Court, on the 30th September, 1862.

No. 1. A dhow of 43 $\frac{1}{2}$ tons, captured off Quiloa Harbour, October 15, 1862.—On the 15th October, 1861, Lieutenant Blount was cruising in the pinnace of the "Ariel" off Quiloa Harbour, when at 6:30 P.M. he observed a dhow running to the southward, and immediately stood towards her, whereupon she put about and ran before the wind to the southward. He then caused a musket to be fired across her bows, but without effect. The crew of the dhow fired at the boat with shot, which Lieutenant Blount returned. The pinnace then made chase of the dhow, which ran for Quiloa Harbour, where she anchored. At about 9:30 P.M. Lieutenant Blount found and boarded her. The crew were busy removing slave-mats and other effects of a similar character, and as soon as they perceived the pinnace alongside, jumped overboard and swam ashore. On boarding the dhow Lieutenant Blount found neither papers nor colours; but three large water-tanks holding two tons of water, a lot of coarse slave-mats, a great quantity of rattans and bamboos, evidently intended to be used in the construction of a slave-deck, a quantity of sand ordinarily used for slaves to sleep upon, a great quantity of rice and farinha, and a number of muskets and ammunition ready for use. Lieutenant Blount seized the dhow, and on the next morning, having placed a prize crew and a native pilot on board of her, proceeded to sea with the dhow in company, intending to make for Zanzibar, but thirty miles from that place the dhow, without any assignable cause, unless treacherously scuttled by the native pilot, sank, with the loss of two of the prize crew and the pilot himself. The dhow was 44 feet in length, and of 43 tons burthen.

No. 2. A dhow of 107 $\frac{1}{2}$ tons, captured off Monfia Island, October 18, 1861.—On the 18th October, 1861, Lieutenant Blount, in command of the "Ariel's" pinnace, cruising off Monfia Island, at 9 A.M. observed two miles off a dhow in the act of landing a cargo of negro slaves, on Kisomang Point, Monfia Island. He immediately pulled for the dhow, but before he could get alongside the crew had landed the last slave, and had themselves taken to the shore, where they remained concealed in the bush. The dhow was fitted with a slave-deck capable of carrying 150 slaves, and in all other respects thoroughly equipped for the cargo of slaves which she had just landed, and which, as well as Lieutenant Blount could count them, amounted to not less than eighty. The crew, apparently Soorie Arabs, opened a fire upon the pinnace from their cover, and at one period made an attempt to regain possession of the dhow. A party of sixteen of them came off in a boat, but were repulsed by the fire of Lieutenant Blount's men. Lieutenant Blount seized the dhow, and not being able to spare hands to navigate her, set her on fire. She was 54 feet long and 18 broad, and her burthen was 107 tons.

No. 3. A dhow of 91 $\frac{1}{2}$ tons, captured at Brava, April 28, 1862.—On the 28th April, Lieutenant Fairfax in the whaler, and Sub-Lieutenant in the pinnace of the "Ariel," were cruising off Brava Harbour, when at about 11 A.M. they saw a dhow in the harbour, which they boarded. She had neither papers nor colours, but a crew of twelve Soorie Arabs, ten of whom made their escape in their boat. She had a slave-deck fit to carry 50 slaves, three large water-tanks, and two very large jars, holding together four and a half tons, and a large quantity of slave-matting covered with human excrement—a proof that she had just landed a cargo of slaves. She was recognized as the vessel which fired on the "Ariel's" boats in Mombas Harbour and made her escape up the river. She was accordingly seized and destroyed. She was of 91 tons burthen.

LOANDA.

No. 28.

Earl Russell to Her Majesty's Commissioners.

Gentlemen,

Foreign Office, January 16, 1862.

I TRANSMIT herewith, for your information, copies of despatches as marked in the margin,* which I have addressed to Her Majesty's Minister at Lisbon, on the subject of the Slave Trade; and with reference to the recent importation, in considerable numbers, of negroes, said to be free, into the Island of St. Thomas, I have to desire that you will use your best endeavours to find out the real condition of these negroes, and if you should ascertain that slaves have been, and are still in the habit of being introduced into this island, under the guise of free labourers, in violation of the Treaty stipulations between this country and Portugal, you will call the attention of the Senior Naval Officer on the station to the fact, with the view to steps being taken to detain the vessels engaged in the transport of these slaves.

I have further to desire that you will acquaint the Portuguese authorities with the nature of the instructions you have received, and that you will warn them of the serious responsibility they will incur if it should be ascertained that the negroes imported into the Island of St. Thomas have been introduced in violation of the Treaty stipulations between the two countries.

I am, &c.

(Signed) RUSSELL.

No. 29.

Her Majesty's Commissioners to Earl Russell.—(Received February 1, 1862.)

My Lord,

Loanda, October 30, 1861.

WITH reference to our despatch of the 28th ultimo, we have now the honour to lay before your Lordship an abstract of the proceedings had before the Tribunal de Prezas, in this city, in the case of the British vessel "*Lord of the Isles*," detained by the Portuguese authorities at Mossamedes on the 24th of January last, on suspicion of being engaged in the Slave Trade.

2. Her Majesty's Commissioner begs your Lordship's indulgence for not having sooner forwarded this Report, the pressure of other business not allowing him opportunity, before the departure of the last packet, for going into the subject with that minuteness and attention which its importance requires.

3. Your Lordship is aware that the case of the "*Lord of the Isles*," which vessel arrived in this port on the 5th February, 1861, had, in the first instance, been brought before the British and Portuguese Mixed Commission Court, under the Treaty of 3rd July, 1842, but that it had subsequently been remitted to the Provincial Government, as not being one which the Mixed Court could entertain, the vessel not having been detained by either a British or Portuguese ship of war. Another circumstance which, in the opinion of the Commissioners, took this case out of the jurisdiction of the Court, was that the "*Lord of the Isles*," when detained, was lying in a Portuguese port, and therefore amenable only to the municipal laws of the country.

4. The first meeting of the Mixed Commission to take this case into consideration was convened on the 2nd March, 1861, but an incident occurred, in consequence of his Excellency the Governor-General, who was acting as Portuguese Commissioner, being absent on an official visit of inspection to the southward, which your Lordship will find explained in the inclosed extract of the Minute of Session of that

* Class B, presented 1862, No. 122; Ibid., 1863, Nos. 168 and 169.

day, and the copies of two letters addressed by Her Majesty's Acting Commissioner to the Secretary.

5. The Court again assembled on the 5th March, and its proceedings on that occasion having been reported to your Lordship in a despatch from Sir Henry Huntley, dated 8th March, 1861, it is now only necessary for us to bring to your Lordship's notice the particulars respecting the adjudication of the "*Lord of the Isles*" as they appear in the records of the "Tribunal de Prezas," access to which has been obligingly allowed us by the President of that Court.

6. From the ample details contained in the documents relating to this subject (translations of the most important of which we have embodied in the summary which forms Inclosure No. 17 to this despatch), your Lordship will be at no loss to comprehend the merits of the case. The quantity of water found on board of the "*Lord of the Isles*" when visited by the Portuguese authorities at Mossamedes was, no doubt, in excess for the number of persons she had on board when she arrived in that port, and, coupled with the fact of her being also provided with a number of casks of different sizes without the Custom-house certificate required by the 6th section of Article IX of the Treaty of the 3rd July, 1842, was considered to form a *prima facie* case of unlawful equipment against her. Looking, however, to the facts as they are established in the evidence we have recapitulated in the inclosed abstract of the case, it appears that, so far from their having seen any other ground for the detention of the "*Lord of the Isles*," she was not even accused of having on board any other article prohibited by the Treaty; on the contrary, it is seen that the fitting and equipment of the vessel, in every other particular, incontestably proved the innocent nature of the commerce in which she was engaged, and bearing in mind the fact that the "*Lord of the Isles*" was, moreover, furnished with a document tending to prove this, signed by His Most Faithful Majesty's Consul at the port from which she cleared outwards, we are of opinion that such a combination of circumstances might have justified the adoption of more lenient measures on the part of the Portuguese authorities in this particular instance. It is difficult, indeed, to imagine how any person acting in the spirit of the Treaty of 1842, and desirous only of carrying out the objects of that Treaty, as expressly declared in the Additional Article thereto, could have really supposed that this vessel was destined to be employed in the proscribed Traffic in Slaves.

7. Nor can the case of the British vessel "*Lady Sale*," which was seized by a Portuguese ship of war and condemned in this Commission in its earlier sittings in 1845, be adverted to as a case relevant to this of the "*Lord of the Isles*." Whatever relevancy there may be in any other point, there is at least a clear distinction in the first, and most material, point, viz., that the "*Lady Sale*" was furnished with a Custom-house certificate to the effect that bond had been given by her owners for the lawful employment of the casks on board her; whereas the owner of the "*Lord of the Isles*" had neglected to observe that formality. And they also differ in the further material point, that, although both vessels were undoubtedly engaged in lawful trade, in the case of the "*Lady Sale*" much suspicion was raised by the Portuguese captors in consequence of various other peculiarities in her outfit, besides the quantity of water and casks on board; but in that of the "*Lord of the Isles*" no other ground whatever is alleged to warrant the construction put upon the character of the ship except those already mentioned. It was a voluntary and reprehensible fault on the part of the master of the "*Lady Sale*" in filling up with fresh water, in the River Congo, casks intended only to receive palm oil, which led the captor into error, and, taken in combination with various other circumstances, was considered by the Portuguese Commissioners sufficient to justify a sentence of confiscation; but in regard to the "*Lord of the Isles*," it was the neglect of the owner in not giving security that the casks should be used only for purposes of lawful commerce, according to the requirements of the Treaty, which led to her detention, although all the other circumstances in her case were certainly of an extenuating nature, and afforded, indeed, the strongest evidence of the legitimate course of trade in which she was engaged.

8. The restoration of the "*Lord of the Isles*" was the inevitable result of her trial before the Tribunal de Prezas, but she was declared to have no right to compensation on account of any losses, damages, or expenses arising out of the detention.

9. We have thought it right to make the inclosed abstract more comprehensive than is usual, in order to furnish the means for any explanations which may become necessary; and we have been somewhat minute in detailing the proceedings of the

Tribunal de Prezas, as they successively occurred, in order that the whole of the facts relating to the detention and adjudication of the "*Lord of the Isles*" may, at one view, be presented to your Lordship's notice.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 29.

The Governor of Mossamedes to the Governor-General of Angola.

(Translation.)

Excellent Sir,

Government of Mossamedes, January 25, 1861.

I HAVE to acquaint your Excellency that on the 21st instant the English brig "*Lord of the Isles*" anchored in this port outside of the anchorage appointed for merchant-ships, with the intention of remaining there "in franquia;" but not having asked it within the prescribed time, the Custom-house refused it, and directed her to make entry, which she did.

The chief guard being but little experienced in the service of the Custom-house, and still less in his duties respecting the execution of the Decree of the 10th of December, 1836, merely drew up the Report of Entry, of which Inclosure No. 2 is a copy, without proceeding to search the ship; but as I saw by this Report that she had made a long voyage from the Cape of Good Hope in ballast; and this, coupled with the different statement in the "Port Register," Inclosure No. 3, giving cause to suspect her, as the commander of the schooner "*Cabo Verde*" had informed me, I therefore addressed a letter to that officer, Inclosure No. 4; and he having proceeded to examine the brig, reported to me the result, as appears in Inclosure No. 6.

The suspicions respecting the "*Lord of the Isles*" being thus confirmed, I ordered the Custom-house to proceed to a minute search, which having been made this day, she was found to have contravened the provisions of the above-mentioned Decree of the 10th of December, 1836, as is seen by the copies of letters from the Administrator of Customs, Inclosures 7 and 8, as well as by the declaration of the Commander of the Portuguese schooner of war, Lieutenant F. A. da Silva, Inclosure No. 9.

The Captain stated that he had left in Great Fish Bay a number of Englishmen employed in fishing; and as they had to remain for four or five months, therefore he had on board such a quantity of water. I consequently sent the transport "*Rodvalho*" to that place to inquire into this, giving her the orders shown in Inclosures Nos. 10, 11, and 12.

Under the circumstances now stated, I consider it my duty to send this vessel to your Excellency to be tried according to law, inasmuch as I cannot attend to the reasons and excuses offered by the Captain, but must be guided by the letter of the Decree. I therefore deliver the ship into the charge of the Commander of the schooner "*Cabo Verde*," to be sent to Loanda forthwith.

Inclosed I send the passport, manifest, and crew-list of the "*Lord of the Isles*," the only papers which were delivered to the Custom-house and to the Captain of the port.

God preserve, &c.

(Signed)

ANTONIO JOAQUIM DE CASTRO.

Inclosure 2 in No. 29.

Registry of Entry of the "Lord of the Isles" in the Port of Mozambique.

(Translation.)

Nation and rig	..	..	..	..	..	..	English brig.
Name of the ship	..	..	..	..	..	..	"<i>Lord of the Isles</i> ."
Tons	..	..	..	..	..	..	146.
Captain	..	..	..	..	..	..	John McKenzie.
Crew	..	..	..	..	..	..	11
Guns	..	..	..	..	..	..	—
Where from	..	..	..	..	..	..	Table Bay.
Number of days out	..	..	..	..	..	..	8.
Cargo	..	..	..	..	..	..	Ballast.

(Signed)

CARLOS PRAYCE,

First Lieutenant and Captain of the Port.

Mossamedes, January 21, 1861.

Inclosure 3 in No. 29.

Custom-house Report of Entry of "Lord of the Isles" at Mossamedes.

(Translation.)

Custom-house, Mossamedes.

Report of Entry, made at 4 P.M. on the 21st January, 1861.

Nation and rig	..	..	..	..	..	..	English brig.
Name of ship	..	..	..	..	..	..	"<i>Lord of the Isles</i> ."
Name of captain	..	..	..	..	..	..	John McKenzie.
Tons	..	..	..	..	..	..	146.
Crew	..	..	..	..	..	..	11.
Where from	..	..	..	..	..	..	Cape of Good Hope.
Cargo	..	..	..	..	..	..	Ballast.
Number of days out	..	..	..	..	..	..	60.

Inclosure 4 in No. 29.

The Governor of Mossamedes to the Commander of the Portuguese schooner "Cabo Verde."

(Translation.)

Sir,

Government of Mossamedes, January 22, 1861.

I HAVE to acknowledge the receipt of your confidential letter dated this day, informing me of the suspicions you entertain that the English brig "*Lord of the Isles*" is destined to be employed in the Slave Trade.

In reply, I have to state that I concur with you respecting the suspicions attached to that vessel. Her long voyage from Table Bay in ballast and her not alleging any stronger motive for entering this port, must induce us to believe that there is something which it is desired to conceal in respect to this voyage.

I have much confidence in the honour of the Custom-house employes, but their vigilance may be eluded, as they have no knowledge of the places on board a ship in which it is possible to conceal those articles employed in carrying negroes, which are enumerated in Article IX of the Treaty of July 3, 1842.

As you fortunately happen to be in this port, I hereby authorize you to proceed to search the "*Lord of the Isles*" with all necessary formality, informing me of the result, in order that I may either proceed according to law or not, if such suspicions should prove to be unfounded.

God preserve, &c.

(Signed) ANTONIO JOAQUIM DE CASTRO, Governor.

Inclosure 5 in No. 29.

The Commander of the Portuguese schooner "Cabo Verde" to the Governor of Mossamedes.

(Translation.)

Sir,

"Cabo Verde," Mossamedes, January 22, 1861.

THE English brig "*Lord of the Isles*" has just anchored in this port, alleging that she comes from Table Bay with two months' voyage.

The equipment of this ship tends to corroborate the suspicions arising from the improbable and contradictory statements made by the captain relative to his object in visiting this coast. I hasten, therefore, to communicate this to you, in order that you may, should you deem it advisable, call the particular attention of the proper authorities to this ship.

My mission as a cruizer on this coast, and the special Treaty with England, would authorize me in proceeding to an examination of the suspicious equipment on board this vessel, were she not under the vigilance and responsibility of the local authorities here.

God preserve, &c.

(Signed) FRANCISCO D'ASSIZ DE SILVA.

Inclosure 6 in No. 29.

The Commander of the Portuguese schooner "Cabo Verde" to the Governor of Mossamedes.

(Translation.)

Sir,

"Cabo Verde," Mossamedes, January 23, 1861.

IN conformity with your request, I proceeded to search the English brig "*Lord of the Isles*," at anchor in this bay, in order to ascertain whether she had on board any of the articles of equipment mentioned in the Decree of the 10th December, 1836, and Treaty of 3rd July, 1842, which might confirm the suspicions entertained of her being employed in the Traffic in Slaves, and, as the result of this search, I beg to inform you that, at the outset, I found one of the most condemnatory articles of equipment on board this ship, that is, a quantity of water in vessels of different sizes, which I estimate at not less than forty pipes, besides some empty casks; no documents being presented from the Custom-house at the port of her departure to prove the lawful purposes for which this large quantity of water was required. She has on board, also, a great number of sacks of salt which do not appear in the manifest, that document only specifying a small quantity of provisions, which I also found on board.

The search was not so minute but that there may yet exist on board of the "*Lord of the Isles*" other articles of equipment which would condemn her, but in consequence of the difficulty of removing the cargo of salt, and raising the great number of casks filled with water. After the discovery, however, of the existence of such a great excess of water, it will now be the duty of the Custom-house to proceed to a further investigation, having particularly in view the Decree of the 10th of December, 1836, and ascertaining whether amongst the papers of the ship now lodged in that Department, there is any official declaration respecting the casks and water.

Finally, I have to inform you that the captain explained this contravention of the provisions of the above-cited Treaty, by alleging that he was not aware thereof, and declaring that he had to supply a company of fishermen established in Great Fish Bay, where, he said, no water could be found, adding that the salt was for the use of the said Company.

God preserve, &c.

(Signed) FRANCISCO D'ASSIZ DE SILVA.

Inclosure 7 in No. 29.

The Administrator of the Customs to the Governor of Mossamedes.

(Translation.)

Sir,

Custom-house, Mossamedes, January 25, 1861.

IN compliance with your order, I went yesterday to search the English brig "*Lord of the Isles*," suspected of being destined for the Traffic in Slaves, which it was my intention to have done on the occasion of her departure.

By the inclosed copy of a Minute which I ordered to be drawn up, you will perceive that sufficient equipment having been found on board this vessel, she has been seized, and is now placed at your disposal, her hatches and all means of communication with the hold being sealed before I left her.

Inclosed you will find a copy of a Declaration made by the Commander of the schooner "Cabo Verde," who assisted at the said search, as well as all the papers belonging to the "Lord of the Isles" which have been delivered to this Department.

God preserve, &c.

(Signed) FERNANDO JOSE GUIMARAENS, *Administrator.*

Inclosure 8 in No. 29.

Minute of Search.

(Translation.)

ON the 24th January, 1861, there was visited the English brig "Lord of the Isles," in consequence of the suspicions attached to her, there being present the Administrator of the Customs, with the Treasurer and Searcher, the Captain of the Caçadores, Gomes d'Almeida, and the agent of the "União Mercantil" Steam Packet Company, Gil Thomaz dos Santos, with me, the Acting Clerk of the Customs. The hatches of the said vessel were opened in order to ascertain whether there was any article of slave equipment on board of her.

In the square of the hatch there were found a great number of sacks of salt, supposed to be about 500, of 3 or 4 casongeis each. This salt having been removed, there was found also a number of casks of different sizes with drinkable water, presumed to be equal to about 45 pipes.

There was found also amongst the salt and casks a great quantity of firewood, none of the foregoing articles being duly manifested.

In conformity, therefore, with the Decree of the 10th December, 1836, the Custom-house of Mossamedes is of opinion that there are sufficient grounds to suspect that the English brig "Lord of the Isles" is destined to be employed in the Traffic in Slaves, and considering her seized, places her at the disposal of the Governor of the district.

And that it may so appear the Administrator ordered that the present Minute should be drawn up and signed by all present, together with the Captain and Mate.

(Signed)

F. J. C. GUIMARAENS, *Administrator.*

AUGUSTO T. DOS SANTOS, *Treasurer and Searcher.*

Witnesses :

(Signed)

M. G. D'ALMEIDA.

GIL THOMAZ DOS SANTOS.

JOHN Mc KENZIE, *Captain.*

E. K. EERSLAN, *Mate.*

Inclosure 9 in No. 29.

Declaration of the Commander of the Portuguese schooner "Cabo Verde."

(Translation.)

I HEREBY declare that on the 24th January, 1861, having gone on board the English brig "Lord of the Isles," at the request of the Custom-house to assist at the search of the said vessel, with a view of discovering equipment which might confirm the suspicions entertained that she is destined for the Traffic in Slaves: the following articles were found, which, by the laws, and by the special Treaty with Great Britain, would authorize the capture of any ship as engaged in the Slave Trade:—

1. A large quantity of water, which I found, by tasting it, to be drinkable, and contained in casks of different sizes, but which certainly exceeds 40 pipes.

2. A number of water-casks containing stones.

Beyond these articles, which are expressly declared in the Decree of the 10th December, 1836, and the Treaty of the 3rd July, 1842, to constitute condemnatory equipment, she has also a large quantity of firewood, and more than 400 sacks of salt, without any document whatever to justify their being on board, inasmuch as she has no manifest.

For all these infractions of the laws, the "Lord of the Isles" would be captured by me as a cruiser if I met her outside this port.

(Signed)

FRANCISCO D'ASSIS DE SILVA,

Lieutenant Commanding schooner "Cabo Verde."

Inclosure 10 in No. 29.

The Secretary to the Government of Mossamedes to the Commander of the "Cabo Verde."

(Translation.)

Sir,

Secretary of Government, Mossamedes, January 22, 1861.

THE Governor commands me to inform you that he has just learned from the Administrator of the Customs, and through the Captain of the "Lord of the Isles," that Great Fish Bay is occupied by the English, and that bay being in latitude about 16° 25' south, is, therefore, within our limits, which extend to 18° south of the equator.

In view, therefore, of the Treaties of 1810, 1815, and 1817, this occupation can only be by a party of fishermen, or some others who have gone there to speculate. Be this as it may, it cannot be lawful, because it cannot be done without the authority of the Government.

You being here, the Governor considers that you should proceed on the national service to that place, and ascertain whether this occupation has a tangible character, or consists merely in some men taking shelter there for a certain purpose; warning, however, the chief of them, that they cannot remain there without previously asking permission, inasmuch as the territory belongs to the Crown of Portugal; and should they insist in giving this occupation a legitimate character, you will protest against the infraction of the said Treaties practised by these people, bearing in mind that should it prove to be a factory for the Traffic in Slaves, it ought to be completely extinguished.

God preserve, &c.

(Signed)

HONORATO J. DE MENDONCA.

Inclosure 11 in No. 29.

The Secretary to the Government of Mossamedes to the Commander of the transport "Rodvalho."

(Translation.)

Sir,

Office of the Secretary to Government, Mossamedes, January 24, 1861.

I AM directed by the Governor to transmit, for your information, the inclosed copy of a despatch which was addressed, on the 22nd instant, to the Commander of the Portuguese schooner "Cabo Verde," in this port. That schooner having to accompany the English brig "*Lord of the Isles*" to Loanda, her commander cannot, therefore, proceed on the duty referred to. You are, therefore, requested, in the interests of the national service on so important a matter, to proceed to Great Fish Bay, as pointed out in the inclosed despatch.

I am to add, that the Governor confides in your zeal and devotion in carrying out this important mission.

God preserve, &c.

(Signed) H. J. DE MENDONCA, *Secretary.*

Inclosure 12 in No. 29.

The Secretary to the Government of Mossamedes to the Commander of the transport "Rodvalho."

(Translation.)

Sir,

Office of the Secretary to Government, Mossamedes, January 25, 1861.

ADVERTING to my despatch of yesterday's date, the Governor commands me to say to you that the captain of the English brig "*Lord of the Isles*" states that the people who are in Great Fish Bay belong to that vessel, and that they are waiting for him to take a supply of water to that place.

You will, therefore, inform them that the "*Lord of the Isles*" having been seized on suspicion of being engaged in the Slave Trade, and being about to be sent to Loanda, they cannot, therefore, expect that she will take them any assistance; and you will, consequently, afford them a passage to this place on board the vessel under your command, in order that they may follow their ship to her destination.

God preserve, &c.

(Signed) H. J. DE MENDONCA.

Inclosure 13 in No. 29.

The Governor of Mossamedes to the Governor-General of the Province of Angola.

(Translation.)

Excellent Sir,

Government of Mossamedes, January 25, 1861.

ADVERTING to my despatch of this day's date, I have to inform your Excellency that the captain of the English brig "*Lord of the Isles*" presented a letter, which he stated to be from the Portuguese Consul at the Cape of Good Hope, recommending him to the Portuguese authorities on this coast.

In the first place, I do not recognize the signature of the Consul, nor has the document referred to any official character, because it has not even the seal of the Consulate; and secondly, the "*Lord of the Isles*" having a suspicious equipment on board, this letter can in no degree destroy the same.

God preserve, &c.

(Signed) ANTONIO JOAQUIM DE CASTRO.

Inclosure 14 in No. 29.

Extract of the Minute of Session of the Mixed Commission on the 2nd March, 1861.

(Translation.)

PRESENT Doctor Luis José Mendes Affonso, President of the *Relação* of Loanda, acting as Commissioner on the part of His Most Faithful Majesty, in virtue of the Treaty of July 3, 1842, in consequence of the legal impediment of the Governor-General of the Province, absent on public service to the south, at Benguela and Mossamedes, as appears by a public announcement in the "*Official Boletim*" of the 23rd February; and also by a despatch dated the same day, and requiring him, the said President of the *Relação*, to act as substitute for the Governor-General in this Commission; there being also present Albert Schut, sworn Interpreter to the Court, Germano Pereira do Valle, the Advocate of the claimants of the English brig "*Lord of the Isles*," together with the captain, mate, and boatswain of the said brig.

The Arbitrator acting as Commissioner on the part of Her Britannic Majesty not appearing at the hour appointed, the Secretary was ordered to inform him that the Court was waiting, and one hour afterwards a communication was received from Sir Henry Huntley, the said Acting Commissioner, which is hereunto annexed in English, with an authentic translation in Portuguese, in which he says that he does not consider the temporary absence of the Portuguese Commissioner (the Governor-General) as a vacancy, inasmuch as his Excellency is within the limits of the Province, and he (the Acting British Commissioner) is, therefore, under the necessity of not appearing at this Session.

The Acting Portuguese Commissioner then said:—1st. That Article X of Annex B to the Treaty of July 3, 1842, is very clear, where the following words are used:—"death, illness, absence on leave, or any other legal impediment."

2nd. That the Acting British Commissioner was perfectly aware, by the "*Official Boletim*," of the Governor-General's absence from this city on public service, and that his Excellency was, therefore, legally impeded from acting in this Court—for such impediment, indeed, might proceed from illness, even although communicated to the Court but a short time before its meeting.

3rd. That the said Acting British Commissioner is, therefore, responsible for all consequences which may arise from the non-fulfilment of Article 3 of Annex B, seeing that by his refusal to appear—as manifest as it is illegal—he prevents the Court from proceeding with the case now before it; therefore an authentic copy of this Act ought to be immediately transmitted to the said Acting British Commissioner, with a request that he will

acknowledge its receipt, his reply being attached hereunto, in order that this Minute may serve as a protest, which it now is, for all losses and damages arising from the non-appearance of the said Acting Commissioner at this Session.

The claimants' advocate then requested it might be recorded that in the name and on behalf of his clients he likewise protested for all losses and damages which might be caused to the brig "*Lord of the Isles*," against Sir Henry Huntley, Commissioner on the part of Her Britannic Majesty, for obstructing, by his absence, the regular course of proceedings in this case.

(Signed)

LUIS JOSE MENDES AFFONSO, *Acting Portuguese Commissioner.*

ALBERT SCHUT, *Interpreter.*

GERMANO PEREIRA DO VALLE, *Claimant's Advocate.*

ANTONIO U. P. DE CASTRO, *Acting Secretary.*

Inclosure 15 in No. 29.

Her Majesty's Acting Commissioner to the Secretary of the Mixed Commission.

Sir,

Loanda, March 2, 1861.

WITHIN this last hour I have been informed that the Court of Mixed Commissions will assemble this day at noon for the purpose of transacting business.

As I believe his Excellency the Governor-General has not returned from his tour in the province, I do not see how the Court can legally assemble under the provisions of Article X, Annex B, of the Treaty of July 3, 1842, as I do not consider the temporary absence of the Commissioner to establish the vacancy in the office, the Commissioner being actually in the Province.

With every respect and deference to those opinions which may differ from my own on this occasion, I must therefore decline giving my attendance in this instance.

I have, &c.

(Signed)

H. V. HUNTLEY.

Inclosure 16 in No. 29.

Her Majesty's Acting Commissioner to the Secretary of the Mixed Commission.

Illustrious Sir,

Loanda, March 2, 1861.

SENHOR VALLE having pointed out to me a passage in the Slave Treaty of the 3rd July, 1842, between England and Portugal which provides for the place of the Commissioner being filled when by "any legal impediment" that officer shall be prevented from attending, I beg you will inform the Judge of the Court of Relação that in consequence I regret the delay I caused inadvertently to-day in the proceedings of the Court, and that I shall be ready to act with him in the Court of Mixed Commissions on Monday, or such other day as may be suitable.

My error arose from the words "any legal impediment" appearing in the Preamble of Article X of Annex B of the Treaty I had before me, and not in the body of the 3rd clause, or elsewhere in that Treaty.

I am, &c.

(Signed)

H. V. HUNTLEY.

Inclosure 17 in No. 29.

Abstract of the Proceedings had before the Tribunal de Prezas at Loanda in the case of the British vessel "Lord of the Isles."

THE first point which the Tribunal was called upon to decide in the present case was, its competency to take cognizance thereof.

It was urged in argument by the Advocate of the Crown, who appeared on behalf of the captors, that this case fell within the jurisdiction of the British and Portuguese Mixed Commission, under the Treaty of 3rd July, 1842; and that gentleman pressed this view of the matter in the following terms:

"The IVth Article of the Treaty says that within the ports of one of the High Contracting Parties, no ship belonging to the other can be detained, unless assistance be requested in writing on the part of the authorities of the country, and that those authorities are not allowed the right of seizure, but only to take efficacious measures of precaution.

"The latter part of this Article can only be understood as explanatory of what goes before, that is to say, that the last of the measures which the authorities of the country are to employ is that of asking for the assistance of a cruiser, and that they can never of themselves detain a ship, inasmuch as the Article referred to only confers on them the right of preventing any ship belonging to the other nation from violating the dispositions of the Treaty.

"From this it must be inferred that the fiscal authorities of a country can never be considered as captors; and when, at their request, a cruiser interferes, her Commander must on his own responsibility effect the detention of the ship. Article V of the Treaty removes all doubt on this point, and shows that ships detained in the manner described have a right to receive compensation for damages within the period of one year, reckoned from the day on which the Mixed Commission pronounces sentence. This Article clearly refers to the hypothesis preceding it, which renders liable for such compensation the nation whose cruises shall have been guilty of the illegal detention. From all this, two conclusions must be drawn:

"1. That the detention can never be made except by a cruiser at the request of the authorities on shore, who are not allowed to take any other measures to prevent the violation of the stipulations of the Treaty except that of calling for the assistance of a cruiser; and

"2. That it appertains to the Mixed Commission to take cognizance of the cases of detention of this nature, as is clearly laid down in the Article referred to.

"He, therefore, requested that the Tribunal, in view of the special law cited, would pronounce itself incompetent to proceed to judgment in the present case."

These arguments were not deemed conclusive by the Court, which, on the contrary, took an entirely different view of the matter, and on the 15th March, 1861, pronounced its opinion thereon, of which the following is a translation:—

"The Tribunal does not confirm the arguments of the Advocate of the Crown regarding its incompetency to take cognizance of the case of the '*Lord of the Isles*,' inasmuch as the Treaty of the 3rd July, 1842, prohibited the cruisers from visiting or detaining any ship within the ports, or within cannon-shot of the batteries on shore, unless on a written demand for co-operation on the part of the authorities of the country; and it is clear, that if the authorities on shore did not ask for this co-operation, or did not wish to ask for it, or if there should not be within or near the port any cruiser from which such co-operation could be asked, it is the duty of those authorities to cause the vessel to be visited, and to be detained in the event of there being found on board of her any articles of equipment for Slave Trade; and the detention being made by the authorities of the country, in the manner described (that is, the ship being at anchor within the port), it is evident that such a prize cannot, and ought not, to be adjudged by the Mixed Commission, in view of Article III of Annex B, which says—

"The Mixed Commissions are to decide upon the legality of the detention of such vessels as the cruisers of either nation shall, in pursuance of the said Treaty, detain."

"This vessel, however, as is proved by the '*autos*,' was not detained by a cruiser, but by the authorities on shore, nor in conformity with the above-cited Treaty, but in accordance with the Decree of the 10th December, 1836, a special law to which all ships, whether national or foreign, are subject whilst at anchor within the ports, or within cannon-shot of the batteries on shore, a limit over which all nations possess jurisdiction, and which the aforesaid Treaty expressly recognizes.

"Consequently, this vessel does not come within the application of the dispositions of the Treaty, not having been detained in virtue thereof; but the case comes within the jurisdiction of the Tribunal de Prezas, created by the Decree of the 14th September, 1844, to adjudge the prizes made at sea in conformity with the aforesaid Decree of the 10th December, 1836, and not included in the Treaty referred to, whether such prizes may be captured under the national or foreign flags, as is expressly laid down in the 1st Article of the said Decree of 14th September, 1844.

"The Tribunal is, therefore, of opinion that the arguments of the Advocate of the Crown upon this point cannot be admitted, and considering itself competent to decide upon the detention of this ship, it orders that the proceedings may be continued, and that to-morrow, at 6 o'clock in the morning, the survey, which was postponed from yesterday, shall be held, the necessary notice being given to this effect."

On the 16th March, the members of the Tribunal de Prezas repaired on board the "*Lord of the Isles*," to hold a survey on her, and from the Minute drawn up on that occasion, it appears that "about 500 sacks of salt were found on board of her, containing probably 2,000 alqueiras."

The claimant's Advocate, Senhor Germano Pereira do Valle, then presented a petition, praying that seven points, therein specified, might be submitted for the report of Arbitrators.

This petition was ordered to be filed, and the points submitted therein, together with the replies of the officers appointed by the Court, were as follows:—

1. The number of casks of drinkable water which may be found on board the brig "*Lord of the Isles*."

A. Thirty-nine pipes and three barrels: of these pipes some are smaller than those used for wine and rum, and others much larger.

2. The number of gallons of water which these casks are capable of containing, and if the quantity of water found on board, allowing for the wastage which always occurs, exceeds what might be requisite for the crew and live stock, during the stay of this ship on the coast, fishing, at least eighty days; for her return to the Cape of Good Hope, thirty days; and to leave seventeen fishermen on shore in a desert, Great Fish Bay, where there is no drinkable water, or supplies of any kind, to be had, allowing for these seventeen men sufficient water for drinking, cooking, washing, and other requisites, for five months, at least.

A. The water which the above-mentioned casks could receive is about 1,257 almudes, but we find few of them filled up, and some even empty, this being fully explained by the fact that casks always lose by leakage a portion of the liquid which they contain; and the consumption of water by the crew during the voyage must also be taken into consideration. Supposing all the casks to be full, and the ship having a crew of eleven persons, as appears by the crew-list, she had on board water sufficient for twenty months.

3. If the vessel has on board any other casks besides those which contain drinkable water, stating their capacity and contents, and if any, or all of them, are suitable or not for receiving oil, and salt or dried fish.

A. There are a few barrels, with salt meat and fish.

4. That the divisions, bulkheads, and sleeping-places on board the "*Lord of the Isles*," whether in the hold, on deck, or elsewhere, may be examined, and whether any of them, and which, are such as are found on board vessels fitted for slaves.

A. This ship has no divisions or bulkheads other than those which are requisite for, and usually found on board of, vessels employed in licit commerce.

5. That an examination may also be made of the utensils and gear for fishing, or of any other articles brought by the transport "*Rodvalho*" from Great Fish Bay.

A. The commander of the "*Rodvalho*" can alone reply to this.

6. That the surveyors may declare whether they find on board any planks, beams, or other articles of equipment specified in Article IX of the Treaty of 3rd July, 1842.

A. Beyond the water and casks already referred to, there are no other articles of equipment mentioned in the Treaty, except they be concealed under the water-casks, which have not been unstowed. But this does not appear probable, because through the interstices nothing could be seen but stone ballast.

7. And finally, that the commander of the aforesaid transport "*Rodvalho*" may declare, under oath, whether he found the seventeen men which he brought to this port from Great Fish Bay, to which place he went to receive them by order of the superior authority, employed in any other occupation than that of fishing and procuring oil.

On the 19th March, the Court met to proceed to the examination of witnesses, and there being present Mr. Albert Schut, as sworn interpreter, Captain McKenzie, of the "*Lord of the Isles*," was called and deposed as follows:—

"That the vessel under his command was prepared and fitted out at the Cape of Good Hope for a fishing voyage on the coast to the north of that Colony near Ichaboe.

"From this latter place she proceeded to Great Fish Bay, where he was informed that there was an abundance of fish, and afterwards he went to land provisions for the supply of a guano factory belonging to the same owner.

"That he went to Mossamedes to receive water, the quantity which he had brought with him being insufficient for the crew, and for the persons employed in the fishery at Great Fish Bay. That he had been informed that water might be obtained at that place when required for the continuation of a fishing voyage; but that being afterwards told there was great difficulty in getting it, as it had to be carried two miles by land, he determined on not taking any.

"On being interrogated as to the manner in which he entered the port of Mossamedes, he declared that whilst the ship was yet under sail, the Portuguese pilot came on board, and he delivered up to him the command of the vessel, which was conducted to the anchorage on the 21st January last. That he was visited the same day by the Custom-house, and by the Lieutenant of the Portuguese schooner of war 'Cabo Verde,' who, on the 24th January, after having searched the ship, caused the hatches to be closed.

"On being interrogated as to the absence of any manifest for the great number of casks found on board, he replied that the owner of the '*Lord of the Isles*' has many other vessels employed in different parts of the world, and that their water-casks are never manifested, and he was even ignorant that there was any Treaty which rendered this obligatory.

"On being interrogated respecting the number of persons which he had on board, he replied that over and above the number mentioned in his crew list the ship had on board when she left the Cape thirteen men who had entered into a contract for the purpose of fishing, and that four negroes were afterwards engaged at Ichaboe for the same purpose, the whole number on board for whose consumption water was required being, therefore, twenty-eight.

"He deposed further, that the owner of the ship is the same mentioned in the register, and is established in business at the Cape of Good Hope.

"That he, the deponent, has already commanded an English steamer, and been five years Captain of ships, but that he never had any knowledge of the Treaty of the 3rd July, 1842, between Great Britain and Portugal, and that during his services as Captain he has visited different ports, both to the eastward and westward of the Cape of Good Hope, but that this was the first voyage he had made to the Portuguese possessions in Africa.

"E. R. Eerslaw, mate of the detained vessel, being called and examined, deposed, that the ship was fitted out at the Cape of Good Hope with all the necessary appurtenances for a fishing establishment to the north of that Colony, and proceeded thence first to Ichaboe, where the owner had a guano establishment, and afterwards to Great Fish Bay to form a fishing establishment, and leave there the people who had entered into a contract for that purpose.

"That they afterwards went to Mossamedes in order to ascertain whether they could get supplies of fresh water there for the said fishing establishment, it being much nearer than the Cape of Good Hope.

"That on their arrival at Mossamedes the vessel was visited by the authorities from the shore, and having been detained, was sent to this port, where she now is.

"That the casks on board were not manifested for the same reason that the casks on board ships belonging to the same owner, and employed in connection with his guano factory, are never manifested.

"The boatswain, Carls Andersen, being examined, confirmed in every respect the evidence of the mate, excepting as to the manifesting of the casks, upon which point he stated that he was entirely ignorant, inasmuch as it was foreign to his occupation to examine or inquire into the regularity or irregularity of the ship's papers."

The claimant's advocate then prayed that, besides the point submitted in Article 7 of his petition, dated the 15th instant, the Commander of the Portuguese transport "*Rodvalho*" might be interrogated—

1. With respect to the information which he received in Port Alexander relative to the detained vessel and her captain.

2. Respecting the quantity of water given daily to each of the crew of a vessel to drink and cook, besides what may be requisite for washing.

Luis Antonio Themudo, Second Lieutenant in the Portuguese navy, and Commander of the transport "*Rodvalho*," being therefore called, deposed:—

"That, having gone to Great Fish Bay, by order of the Governor of Mossamedes, to ascertain if there were there seventeen men belonging to the '*Lord of the Isles*,' and, if so, to request them to leave that place, with a view of accompanying their ship, which had been detained, he found those seventeen men employed solely and exclusively as fishermen, and even then in want of provisions and water. That he received these seventeen men on board his ship, and brought them to this port, together with all the fishing-tackle and utensils which they had, consisting of a net, harpoons, hooks, spears, and choppers, such as are used in whaling, with four boats for the use of the said fishery, large vessels for depositing fish, tables for salting them, wooden rafters to form stretchers for fish, some studding-sail booms, and a sail of which they had made a tent; and, beyond this, more than 100 sacks of salt, a great quantity of fish, some dried, some in barrels, and others in tins, to be afterwards put into casks.

"That having, by order of the Governor of Mossamedes, gone to Port Alexander to inquire into the proceedings of the captain of the detained vessel at that place, he was informed that she had anchored off the Peninsula which forms the port, and, the following day, gone in and anchored near the land.

"That some of the people employed there in the fisheries had gone on board, and brought the captain on shore, with whom they commenced eating and drinking, and that, when going off to the vessel again, they proposed to the captain that he should buy a young negro who accompanied them. That the captain said he would, and when they got alongside he threw a rope over to hoist the negro on board, but immediately drew it up again; and all this did not pass as a joke amongst them.

"That the quantity of water which is allowed daily to each person on board ship, in ordinary circumstances, is two 'canades,' one to drink and one to cook, beyond which it is customary to allow some for washing, but that, in places where water is readily obtained, it is usual to allow to each as much as he requires to drink."

On the 19th March the claimant's Advocate presented a petition, praying that the following papers might be received in evidence, and annexed to the Process:—

1. A passport addressed to the Portuguese authorities, and signed by Alfred Duprat, Commissioner of the British and Portuguese Mixed Commission established at the Cape of Good Hope.

2. A despatch from the said Commissioner addressed to the Portuguese authorities which he supposed to exist in Great Fish Bay, to which place the "*Lord of the Isles*" was bound, to establish a fishery.

3. Two letters of instructions, dated respectively the 8th and 26th October, addressed by the owner of the ship to the captain, with translations annexed.

4. Copy of a contract entered into with thirteen fishermen who recently arrived in this port, from Great Fish Bay, in the transport "*Rodvalho*," the original whereof remained in the hands of the said owner.

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The originals of the two documents referred to in the first and second paragraphs of this petition, which were written in the Portuguese language, having been returned by order of the Court to the captain of the "*Lord of the Isles*," and no copies retained on the file of the Court, they cannot here be given; but Portuguese translations of the letters and contract mentioned in the third and fourth paragraphs having been annexed to the Records, the following are re-translations of them:—

Letter from Mr. R. A. Granger to Captain Mc Kensie.

"Dear Sir,

"Cape Town, November 8, 1860.

"Proceed to Ichaboe, and inform the people there of the arrival of the 'Fliberty'; and afterwards proceed to Sandwich Harbour and commence fishing for snock between that port and Hollowsberd, where Captain Spencer left instructions with the Headman to permit the drying and storing of fish.

"You will continue this until the arrival of the 'Flower of Yawer,' or any other ship which I may send with salt, and which will meet you in Sandwich Harbour, and, having received it, you will proceed to Great Fish Bay, sending me all the fish which may have been taken by the vessel which conveyed the salt, should she be one of my own.

"I will send one of my ships to Great Fish Bay about Christmas, or perhaps sooner. I think it will be the 'Annie Baker,' and I will send you a supply of salt and provisions, &c., by her, with orders how you are to proceed.

"Be careful that the fish is well salted, and in good condition.

"If the fishermen can induce four or five of the natives of Sandwich Harbour to accompany them to Great Fish Bay, you may take them, because they are very useful for cleaning and drying the fish.

"Take care of your provisions, because you are only supplied for three months and a-half; but before February another ship will be with you in Great Fish Bay.

"Obtain all the information you can as to the healthiness of the bay, as well as the neighbouring coast, and its commerce.

"Hoping that this speculation may be to our mutual advantage, I am, &c.

(Signed) "R. A. GRANGER."

"N.B. Should the fishermen remain at Great Fish Bay, leave with the head man the letters from the Portuguese Consul, and the despatch for the Captain of the Port."

Letter from Mr. R. A. Granger to Captain Mc Kensie.

"Dear Sir,

"Cape Town, November 26, 1860.

"The 'Wave Spirit' sails to-day, and has on board for you 500 bags of salt (200 of Algoa Bay and 300 of Liverpool), and also two rolls of twine to mend the nets. On the return of the 'Wave Spirit' I will put on board of her 800 sacks of salt, and provisions for four months for the fishermen and crew, and I will send her to Great Fish Bay to relieve you, by which time I hope you will have a cargo of fish. I trust you will have on board sufficient to ballast the 'Wave Spirit' for her return voyage.

"Should there be an abundance of snock, it would be better for you to remain there some time longer, because I do not know whether you will find that fish further to the north.

"This description of fish is sold at the Mauritius for 45*l.* per ton, and the others for 25*l.* or 30*l.*

"My brother will furnish you with any provisions you may require.

"Hoping that you may be fortunate, I am, &c.

(Signed) "R. A. GRANGER."

Contract entered into between Mr. Granger and the Fishermen employed in Great Fish Bay.

"We, the Undersigned, hereby agree to proceed to Great Fish Bay, to catch, dry, and salt fish for Robert Granger and Co., of Cape Town, at the following rates, viz.:

"Snock, Guelbeck salmon, stock-fish, and stenbras, 4*l.* per ton.

"Hurdurs, cured in pickle and packed in casks, 2*s.* per 100.

"Oil, properly tried out and strained and of pale colour, 20*l.* per ton of 302 old gallons.

"And should any of the fish not be properly cured, and spoilt in consequence of such neglect, we herewith bind ourselves to pay for the salt used for the same, providing the fish does not sell for the value of the salt.

"The hurdurs to be full size or no pay.

"Scale of Provisions for a week per man.

"3 lbs. beef, 3 lbs. pork, 3 ozs. tea, 9 ozs. coffee, 1 lb. sugar, 2 lbs. flour, rice and bread as much as can be used without waste, at discretion of head man.

"And we further bind ourselves to be under the orders of the head-man left in charge.

"This agreement to be binding for twelve months."

On the 21st March, 1861, the claimant's advocate presented his defence of this ship, of which the following is a translation:—

"The English brig '*Lord of the Isles*,' whereof John McKenzie is captain, and Robert A. Granger of the Cape of Good Hope, owner, was detained by the Custom-house at Mossamedes on the 24th January last on suspicion of being engaged in the illicit Traffic in Slaves, in violation of the provisions of the Decree of the 10th of December, 1836, and the Treaty of the 3rd July, 1842.

"The grounds of her detention were:—

"1. Having on board a large number of sacks with salt.

"2. A quantity of water more than is requisite for the consumption of her crew.

"3. Because the casks containing the said water were not manifested.

"Previous to the detention various circumstances occurred, amongst the most remarkable of which was that of its being alleged at Mossamedes that this vessel wanted to ship slaves by force at Port Alexander, and that on the day of her arrival at Mossamedes she anchored outside the place allotted to merchant-ships intending to ask 'franquia,' which was refused by the Custom-house.

"There is seen, however, at folios 13 and 14 of this process, a declaration signed by the Commander of the Portuguese schooner of war 'Cabo Verde,' at anchor in the port of Mossamedes, on the occasion of the detention, confirming the existence on board the detained brig of various casks not manifested, and a quantity of water estimated at forty pipes. It is stated, moreover, in this declaration that there are on board a number of water-casks containing stones.

"By the survey held on board in the presence of the Court it is proved:—

"1. That there are on board a great number of sacks with salt, which is not any proof of illicit commerce, but on the contrary.

"2. That there are on board casks of various sizes (39 pipes and 33 barrels), some containing water, others empty, which if they were all completed with heads might hold 1,257 almudes.

"3. That there does not exist on board any other articles of equipment, the casks containing stones not having been found in the vessel.

"By the five documents for the defence, from folio 78 to folio 88, by the unanimous declarations of the captain, mate, and boatswain of the ship, and by the log, which was examined, it is proved—

"1. That the detained vessel sailed from the Cape of Good Hope with a crew of eleven persons and thirteen fishermen, for the purpose of fishing and obtaining oil in Great Fish Bay, about ninety miles to the southward of Mossamedes, or in latitude 16° 30' south.

"2. That she went to the Island of Ichaboe to deliver provisions for a guano factory there belonging to the same owner, and having there hired four natives proceeded to Great Fish Bay.

"3. That on her arrival at that place she established a fishery on shore, leaving there the seventeen men whom she had on board for that purpose.

"3. That having afterwards touched at Port Alexander she went to Mossamedes, where she arrived on the 21st January last, for the purpose of purchasing provisions for her crew, and for the people left at Great Fish Bay, and also for obtaining water there when requisite (it being much nearer to that place than the Cape of Good Hope), as well for the crew during the vessel's stay on the coast, and her return voyage to the Cape, as for leaving with the seventeen fishermen engaged for twelve months, who had to remain at Great Fish Bay until the return of the '*Lord of the Isles*,' or the arrival of some other vessel belonging to the same owner.

"Not only do those documents, and the declarations of the captain and others, with all the circumstances here mentioned, fully prove that this ship was lawfully employed, but, furthermore, the sworn deposition of the Commander of the Portuguese transport '*Rodvalho*,' respecting what he saw and observed in Great Fish Bay—to which place he had been by order of the superior authority at Mossamedes—leaves nothing to be desired.

"The existence at that place of the seventeen fishermen, of a great quantity of fish already salted and dried, of all the tackle and utensils used only for fishing, of the oil and the salt, &c., which the Commander of the said transport brought to this port, as well as the great quantity of salt found on board the detained brig, are incontestable proofs in favour of the claimants.

"Great Fish Bay promised to the claimants great advantages in their fishery, in consequence of the abundance of fish which is there found, and which fetches a high price at Mauritius. It being, however, a Portuguese Possession, they could not establish a fishery there without permission from the competent authority.

"For this purpose the captain is furnished with two documents written and signed by the Portuguese Consular authority at the Cape of Good Hope.

"This proves that the claimants respected the rights of the Crown of Portugal, and that they certainly would not have established themselves in that desert without permission, if they had found there the authorities which were supposed to exist.

"Captain Mc Kenzie presented those documents to the Governor of Mossamedes, as is seen by the despatch at folio 18, but due weight was not given to them, under the pretext that the signature was not recognized, as if the want of that formality (difficult to be observed at Mossamedes), could justify the ignorance of the Governor and other authorities there, who are supposed to know that at the Cape of Good Hope there exists a Portuguese Commissioner and Arbitrator, the former of whom acts as Consul.

"It does not appear that the Tribunal ought to occupy itself with the uncalled-for declaration made at Mossamedes by an ignorant person who did not understand English, to the effect that the captain of this ship wanted to purchase slaves by force in Port Alexander, a declaration which did not require the deposition of the Commander of the '*Rodvalho*' to destroy it, inasmuch as it destroyed itself.

"Nor ought any weight to be attached to the allegation respecting the existence of casks containing stones, because no such things were found on board; nor, finally, to the circumstance of the '*Lord of the Isles*' having anchored at Mossamedes out of the proper position, inasmuch as it is declared by the Captain, and confirmed by the Commander of the transport '*Rodvalho*,' who was present at the time, that the ship was under sail when the pilot went on board, and anchored her where he thought proper.

"We have only to deal, therefore, with the two supposed articles of equipment, viz., the casks of different sizes, and the water, which is said to be more than requisite. In the manifest, it is true, neither one nor the other is shown; but if we believe that no ship can navigate without water, and that there is no law which obliges a vessel to manifest her casks and water, it must readily be acknowledged that the number of casks found on board this fishing vessel, whose voyage is of uncertain duration, is not excessive.

"The water was for twenty-eight persons, seventeen of whom would have to remain for five months at least in the desert of Great Fish Bay, where there is no drinkable water, nor supplies of any kind to be had; and eleven who would require water for eighty days, that being the time the vessel would be detained in completing her cargo of fish and oil, and thirty days beyond this to return to the Cape of Good Hope, or even more, having to proceed to Mauritius to sell her cargo.

"The declaration hereunto annexed of the experienced Captain Thomaz Antonio Tarraço, who cannot be suspected of partiality, says that a vessel of the size of the '*Lord of the Isles*' would require for a certain voyage, and for a crew of thirteen men, at least 26 pipes of water, which, at the rate of 28 almudes, are 728, or 8,736 canadas.

"It is clear, therefore, that if for thirteen persons that quantity of water would be requisite, for twenty-eight, which the ship had to supply, more than double the quantity mentioned would be necessary, and, consequently, that the water which was found on board would be insufficient, more particularly as the duration of the voyage of this ship was uncertain.

"It is a circumstance worthy of note, and one to which the Tribunal certainly will not fail to give due consideration, that the '*Lord of the Isles*' was not met with in a suspicious locality, inasmuch as no one can suppose that to the southward of Mossamedes it is possible to effect a shipment of slaves, and more particularly in a vessel having on board salt, water, and articles used only for fishing purposes, without money or any valuable goods which might be used for purchasing slaves, provisions, &c.

"The declaration made by the captain that he had no knowledge of the Treaty ought not either to have much

weight, because persons employed in navigating the eastern and western coasts of Africa, where it is known or suspected the Traffic in Slaves is carried on alone, make themselves acquainted with the laws and Treaties prohibiting that Traffic.

"We will now proceed to inquire whether the quantity of water found on board the '*Lord of the Isles*' was excessive or not, and if the captain was justified in going to Mossamedes.

"By the minute of detention, and by the declaration of the Commander of the Portuguese schooner of war '*Cabo Verde*,' the quantity of water contained in all the casks was estimated at 40 pipes, which, at 28 almudes to the pipe, is equal to 1,120 almudes, or 13,440 canadas, Portuguese measure.

"The surveyors calculated it at 1,257 almudes, or 15,084 canadas.

"Between these two calculations we must take the medium, and it appears, therefore, reasonable to say 1,100 almudes, or 13,200 canadas, which is about the quantity estimated by the captain.

"According to the sworn declaration of a competent person at folio 75, it is customary to allow two canadas of water daily to each of the crew on board a ship, one to drink, the other to cook, besides what may be requisite for washing.

"For the consumption of the whole of the live stock on board it certainly will not be considered excessive to allow two canadas daily.

	Days.	Canadas.
"Having, therefore		13,200
"For 11 men composing the crew during the ship's stay on the coast waiting to obtain a cargo	80	
"Ditto, ditto, for the return voyage to the Cape of Good Hope	30	
"For 17 fishermen during at least five months detention in fishing, being the time allowed for the return of the ship	150	
"28 persons at 2 canadas per diem	56	
"For live stock, 2 canadas, for 110 days.. .. .	220	
		<hr/> 14,780
"Water required more than the quantity on board.. .. .		<hr/> 1,580

"If, therefore, we take into consideration the quantity of water which is always wasted and destroyed, and also bear in mind the fact that all the water found on board the '*Lord of the Isles*' was not drinkable, the captain appears to have been fully justified in proceeding to Mossamedes, and the quantity of water found on board cannot be considered excessive, unless, indeed, it may be desired to sustain the error committed by the captors, who, paying no attention to the legal passport at folio , and the declaration of the captain, did not include in their calculation the seventeen men who had been left in the Desert at Great Fish Bay, and whom the ship was obliged to supply with water.

"With regard to the number of casks, it has already been shown that it was not extraordinary, bearing in mind the people to be supplied, and the time this ship's voyage would occupy. In this respect, also, it has been shown that it is neither customary nor necessary to manifest casks and water for ships, inasmuch as for vessels proceeding on a specific voyage, these are calculated by the time such voyage may occupy, and by the number of the crew, passengers, &c.

"The declaration of a competent person herewith annexed confirms this allegation.

"We conclude, therefore, by praying for the restitution of this ship, as the consequence of her illegal detention, with the right to losses and damages.

"*Loanda, March 21, 1861.*

"GERMANO PEREIRA DO VALLE, *Claimant's Advocate.*"

Annexed to the foregoing defence are two documents containing the written answers given by parties to whom the claimant's Advocate had referred: first, as to the number of water-casks requisite for a ship of 160 or 200 tons, and their capacity; and, secondly, whether it is customary to enter water-casks on the manifest of a ship.

In answer to the first query, Captain T. A. Tarraço, commanding a Portuguese merchant-ship in the harbour of Loanda, replied as follows:—

The barque "*Benjamin*" under my command is manned by thirteen persons, and has on board twenty-six pipes, each containing twenty-eight almudes of water. Other ships with the same number for their crew, and for a like voyage, carry about the same quantity.

"The water of a ship must always be in proportion to the number of her crew, and the trade or commerce in which she is employed; for example, a ship of a certain tonnage which is employed in fishing must always be well supplied with water, inasmuch as her crew is without doubt larger than that of another vessel of the same tonnage employed in carrying merchandize."

To the second query, Mr. Albert Schut, a merchant at Loanda, made the following statement:—

"In reply to your question, I have to state that in no part of the world, except in Portuguese ports, is it customary to manifest the water of a ship, and this fact may be easily proved by the manifests of all foreign ships entering this port, which ought to exist in the public Departments."

It is remarkable that no arguments were offered on the part of the captors in support of their right to detain the "*Lord of the Isles*," nor were any proofs presented against this ship beyond those contained in the papers which formed the basis of these proceedings; but on the 23rd March, 1861, the Tribunal met and pronounced judgment in the following terms, viz:—

"Having examined the evidence relating to the detention of the English brig '*Lord of the Isles*' by the Custom-house authorities of Mossamedes, on suspicion of being engaged in the Traffic in Slaves, in contravention of the Decree of the 10th December, 1836, and Treaty of 3rd July, 1842, it is proved that this ship belongs to Cape Town, Cape of Good Hope; that she proceeded from thence to Great Fish Bay, a Portuguese possession to the south of Mossamedes, to be employed in taking fish, some to be salted, and others for the purpose of extracting oil; that she landed in that Bay all the apparel and gear for fishing, as well as the persons who had entered into a contract for that purpose (in No. 17;) and that she then proceeded to Mossamedes to procure water, it being nearer than the Cape of Good Hope, having on board only her crew consisting of eleven persons, and an extraordinary number of casks of different sizes, thirty-nine pipes and thirty-three barrels, none of which were manifested or bonded as required by the above-mentioned Decree of December 10, and Treaty of July 3; that all this led the fiscal authorities of Mossamedes justly to suspect that the ship was destined for the Slave Trade, the more so as, being the first time, it was not credible that a vessel would come from the Cape of Good Hope to

fish in Great Fish Bay, and still less that which the captain alleged, viz., that he had left people and fishing gear in that Bay, this appearing more like a pretext to cover some crime, and avoid detention, than a reality.

"This ship having been detained by the aforesaid authorities on the grounds above stated, was sent before this Tribunal to be adjudged, and now, not only by the documents presented in her defence, by the survey held on board of her, by the appearance and presentation of all the requirements for the said fishery, and the men who were employed in it in the above-mentioned Bay, and some barrels of fish already salted, all brought here in the Portuguese transport 'Rodvalho,' which for that purpose had gone to Great Fish Bay by order of the Governor of Mossamedes, and also by the extraordinary number of sacks of salt stowed on top of the casks; it is seen that this ship had alone in view the licit employment of catching fish as well for the purpose of salting as for the production of oil; that she went to Mossamedes to procure water not only for her crew, but for those whom she had left employed in fishing at a place where, as is generally known, there is no drinkable water to be found.

"The water and casks for this lawful employment and to provide for the delay necessary to yield a good result certainly cannot be considered excessive, although they might if they were intended only for the use of the crew of the vessel. On all these grounds the Tribunal absolves the '*Lord of the Isles*,' and orders that she be delivered to the captain with all her cargo, fishermen, and fishing gear, and all her papers annexed to this process, a receipt for the same, either from the Captain or his Proctor, being duly filed.

"The Tribunal, however, considering that the Captain took his vessel to Mossamedes thus equipped with an extraordinary number of casks in proportion to her crew, the same being neither manifested nor bonded as is required by the aforesaid Decree of December 10, and the Treaty of July 3, besides the improbability of the Captain's statement that he had left people employed in a fishery at Great Fish Bay, all this presenting strong and vehement suspicions that the ship was destined for the Traffic in Slaves across the seas—

"Adjudges the detention of the ship by the authorities at Mossamedes to have been fully justified, those authorities having acted in accordance with the said Decree and Treaty.

"Having in view, therefore, the provisions of Article X of the said Treaty the Court does not award losses, damages, or expenses, arising from the detention of this ship, neither to the owner, or the Captain, or any other party interested in her.

"Loanda, March 23, 1861.

(Signed) "MENDES AFFONSO.
"J. GUEDES.
"FIGUEIREDO."

On the 22nd April the "*Lord of the Isles*" left Loanda and proceeded to the Cape of Good Hope.
Loanda, October 30, 1861.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 30.

Her Majesty's Commissioners to Earl Russell.—(Received February 1, 1862.)

My Lord,

Loanda, October 31, 1861.

WE have the honour to inclose herein to your Lordship a Report of the case of the launch "*Maria Isabel*," which, having a cargo of slaves on board, and being pursued by the Portuguese cruizer "*Don Pedro V*," in latitude 6° 46' south, and longitude 12° 35' east, on the 20th January last, was, either designedly or through the mismanagement of her crew, upset, and having afterwards drifted on shore, was totally destroyed.

2. The "*Maria Isabel*" was owned by the notorious Joaquim Martins Pamplona, and when fallen in with by the "*Don Pedro V*," was proceeding to a place called Vista, at the mouth of the River Congo, where that individual has extensive slave factories, with a cargo said to have consisted of 80 slaves, who had been embarked at a spot near Ambrizette the previous day; but of that number only 33 were rescued from drowning or slavery.

3. It appears from the Report of the Commander of the "*Don Pedro V*," that another launch, which was in company with the "*Maria Isabel*," ran on shore to avoid capture on the same occasion, and was totally destroyed, but no proceedings were instituted against her.

4. The circumstances under which the "*Maria Isabel*" had been destroyed were sufficient, in the opinion of the Court, to authorize it in proceeding to the adjudication of the slaves rescued from on board. A sentence of emancipation of the 33 slaves landed from this launch was accordingly pronounced, and the Cabenda man, one of her crew, who had been captured, was delivered up to the Civil authorities here to be dealt with according to law.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 30.

Report of the case of the launch "Maria Isabel."

THE circumstances attending the destruction of the launch "*Maria Isabel*," and the rescue of a portion of her cargo of slaves by the Portuguese cruiser "*Don Pedro V*," are detailed in the following translation of a Report made by the officer commanding that cruiser to the Commander of the Portuguese naval station, dated Loanda, January 23, 1861:—

"I have the honour to acquaint you that the vessel under my command, being at anchor in latitude 6° 46' south, and longitude 12° 35' east, on the 20th January, two Portuguese launches passed close to her, at which first some muskets, and afterwards a gun, was fired, without any notice being taken of them. As this led me to suspect these launches, a boat was sent manned and armed to chase them, and I got underweigh for the same purpose.

"When the boat was coming up with one of these launches, she (the launch), from the way in which she was managed upset, the crew swimming on shore, and part of the launch remaining above water, with several negroes on it.

"I proceeded towards her, and having anchored, assisted the negroes, who I afterwards found were slaves, who had been embarked at Liengula, which is a very short distance to the north of Ambrizette, and that they were proceeding to Vista in the River Congo.

"Of the 80 slaves who had been embarked in this launch, I could only with great difficulty succeed in saving 33.

"The other launch, which also had slaves on board, ran on shore on the beach, and went to pieces in the surf, the crew taking refuge in the Portuguese factories at Mangue Grande.

"The launch which was upset was called the '*Maria Isabel*,' and, with the slaves on board of her, belonged to Senhor Pamplona. She was manned by six natives of Cabinda, and a coxswain called Franque.

"Only the Portuguese flag was saved, and nothing more, as the sea was high, and we had only one boat.

"The launch which ran on shore had received all her slaves in Macula, but I could not ascertain her name, nor the name of her owner."

On the 29th of January, 1861, a copy of the foregoing communication was received by the Secretary of the Mixed Court from the Secretary-General to Government, accompanied by a list of the 33 slaves who had been deposited in the Department of Public Works.

On the 2nd of March, 1861, the Court met to institute proceedings, but the captor having in the meantime been appointed to His Most Faithful Majesty's steamer "*Sagres*," and left Loanda, could not appear to depose to the facts related in the Report given above.

Consequently on the 6th of March the Commission proceeded to take the evidence of the only witness in this case, the Cabinda man, who, with the 33 slaves, had been saved from the "*Maria Isabel*."

This witness, named Zan, deposed as follows:—

"That he was a native of Cabinda, and was one of the crew of the launch '*Maria Isabel*,' whereof Pamplona and one Oliveira, residing at Ponta da Lenha, were owners.

"That the launch had upset at sea. That all her crew and the slaves on board her had been saved except some of the latter, who were drowned.

"That the slaves who were brought to this port in the capturing ship with him all belonged to the '*Maria Isabel*.'"

The same day the Court pronounced sentence in this case as follows:—

"Having examined the papers relating to the capture of 33 slaves in the launch '*Maria Isabel*,' belonging to Pamplona and one Oliveira, which launch being upset at sea when chased by the Portuguese cruiser '*Don Pedro V*,' Francisco Pedro de Villar Pinho, Commander, was lost, the said 33 slaves only having been saved out of a much greater number which she had on board, and only one of her crew, a Cabinda man, captured:—

"The Court adjudges as lawful prize the said 33 slaves, to whom there shall be given certificates of emancipation; and it orders that the said Cabinda man shall be placed at the disposal of the Juiz de Direito, with a view to proceedings being taken against him, and to his being punished in accordance with the laws in force."

St. Paul de Loanda, October 31, 1861.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

No. 31.

Her Majesty's Commissioners to Earl Russell.—(Received February 1, 1862.)

My Lord,

Loanda, November 21, 1861.

WE have the honour to acquaint your Lordship with the arrival here, on the 30th ultimo, of the American barque "*J. J. Cobb*," which has been notoriously employed in the Traffic in Slaves between this coast and Cuba during the last two years.

2. This vessel was boarded by Her Majesty's ship "*Arrogant*" on the 18th of September last to the north of the Congo, but having an American register, which was found on examination to be apparently regular, she was allowed to proceed on her voyage.

3. On the 29th September she was fallen in with by Her Majesty's steamer "*Alecto*," Commander Raby, in latitude 6° 33' south, and longitude 12° 16' east, when the person then in charge of her stated that the captain had landed at Mayumba, and that the barque was bound to Loanda to meet him. Again, on the following day she was seen nearly in the same position.

4. The "Alecto" again, four days afterwards, for the third time met the "*J. J. Cobb*" at sea, hovering about within a few miles of the same spot where she had first seen her, having made little or no progress towards Loanda. although the wind had been favourable for her doing so. Commander Raby, therefore, without in any way interfering with the vessel, tendered the assistance of Her Majesty's steamer in towing her to Loanda, her avowed destination, and this being accepted by the person acting as captain, the "Alecto" arrived here in company with the "*J. J. Cobb*."

5. On the 30th October the entry of this vessel was announced in the port registry published in the "Official Boletim," in the following terms:—

"American barque, '*J. J. Cobb*,' 307 tons, Captain D. Souper; crew 15; from New York, via Cadiz, in 120 days, with rum, provisions, and water-casks; two passengers."

6. Commander Raby cautiously abstained from all interference with the "*J. J. Cobb*" either before or after she anchored in this port, and on the day following his arrival, he, in conjunction with Her Majesty's Commissioner, waited upon the Governor-General to communicate the strong suspicions which he entertained that this vessel was engaged in the Slave Trade, and that she had on board, in fact, all the equipment requisite for the reception of a cargo of slaves.

7. His Excellency stated that the case of the "*J. J. Cobb*," however flagrant, or with whatever circumstances accompanied, could not have been matter for his cognizance, and that even although fitted in every particular for the Traffic in Slaves, she could not be made an object of prosecution under the Decree of the 10th December, 1836, inasmuch as he had received the most stringent instructions from the Government of His Most Faithful Majesty not to interfere with vessels belonging to any nation with which Portugal had not entered into a Treaty giving mutual right of search, beyond using due vigilance to prevent them from embarking slaves on any part of the coast within the jurisdiction of the Portuguese Crown, or ordering them to proceed to sea when requested to do so by the Consul of the nation to which they belonged.

8. The Governor added that the "*J. J. Cobb*," having made entry at the Custom-house here, became, of course, subject and liable to all the fiscal regulations of the port; and his Excellency assured Commander Raby that those should be rigidly enforced: but, as regards the suspicious character of the vessel, he distinctly stated that he could not take cognizance of it. Her Majesty's Commissioner then observed that, under these circumstances, it appeared to him that the municipal laws of Portugal against the Slave Trade must be utterly inoperative and useless, as far as regards the prevention of that Traffic under the American flag in the ports of this province.

9. We take the liberty of submitting this case as one which merits the serious attention of Her Majesty's Government, because, although the instances of American vessels fitted for the Slave Trade arriving in the ports of this province have not hitherto been numerous, it is much to be apprehended that they will increase in frequency when it shall become generally known amongst the slave-dealers that their vessels may enter and remain in the harbour of Loanda with impunity, and sail from hence equipped in every circumstance for the Slave Trade.

10. Her Majesty's Commissioners at this place, in a despatch dated 13th of October, 1849, had the honour to bring under the notice of Viscount Palmerston, then Her Majesty's Principal Secretary of State for Foreign Affairs, a difference of opinion which had arisen between the superior authorities at this place and the Governor of Benguela, with respect to the proposed search of the United States' brig "*Imogene*," before leaving that place, and which resulted in the issue of a Proclamation, ordering that all merchant-vessels, of whatever nation, shall, on leaving any of the ports of the Portuguese possessions on this coast, be subject to visit and search as prescribed by the 10th Article of the Decree of the 10th of December, 1836. It is evident that the instructions to which the Governor-General referred, must render these orders wholly nugatory.

11. As far as regards the case of the "*J. J. Cobb*," which vessel we are informed was about to embark her slaves at Mangue Grande, two days after the "Alecto" fell in with her, we hope that Commander Raby's judicious proceedings have entirely frustrated her criminal intentions; for, owing to irregularities in her papers, and the fact of her being unprovided with certain documents from the Portuguese Consulate at the port from which she cleared outwards, which are

required to enable merchant-ships to make entry in this port, certain fines and penalties have been levied upon her by the Custom-house, and, in consequence of the difficulty of meeting those demands, as well as of finding any one person here willing to sign the bond which all vessels are required to enter into, not to engage in the Slave Trade, we believe the "*J. J. Cobb*" will have great difficulty in proceeding on her voyage. In fact, it is already rumoured that, in consequence of her being in an unseaworthy state, the person acting as captain is about to call a survey on her, and sell her at this place. In the event of this taking place, she will probably become Portuguese property, and assume a Portuguese nationality; in which case we shall be careful to see that the measures enjoined by the Treaty of the 3rd July, 1842, are strictly carried into execution in regard to this vessel, and, in the meanwhile, it only remains for us to assure your Lordship that we shall not fail to possess you with every particular respecting this case when it is terminated.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 32.

Her Majesty's Commissioners to Earl Russell.—(Received February 1, 1862.)

My Lord,

Loanda, November 25, 1861.

WE have much satisfaction in reporting that the "*Lyra*," a vessel which has for the last month been waiting a favourable opportunity to embark slaves in the River Congo, protected, like several others, by the flag of America, has been captured by Her Majesty's steamer "*Ranger*," Commander Wratislaw, about sixty miles to the westward of Mangué Grande, and having on board, as far as could be ascertained, nearly 900 slaves.

2. No colours were shown when the "*Ranger*," after a short chase, came up with this vessel on the 29th ultimo, and on Commander Wratislaw's boarding her, he was informed that she had no papers, and that the captain had died some days previously. He, therefore, took possession of the "*Lyra*," and dispatched her to St. Helena for adjudication.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 33.

Consul Sir H. Huntley to Earl Russell.—(Received February 1, 1862.)

My Lord,

Loanda, November 24, 1861.

I HAVE the honour to place before your Lordship copies of a correspondence which has passed between the Secretary of the Government, under the direction of his Excellency the Governor-General, and myself, upon the subject of a protest, herewith transmitted, which has been presented by the master of the Portuguese brigantine "*Tarugo Secundo*," representing that his vessel was illegally boarded and searched in the Bay of Equimina, when lying at anchor there, south of Benguela, in waters subject to the dominion of the Crown of Portugal, by Her Britannic Majesty's ship "*Alecto*," on the 11th April, 1861.

The only positive information that I am able to convey to your Lordship with relation to this affair is, that Her Majesty's ship "*Alecto*" could not have been the vessel of war which boarded the "*Tarugo Secundo*," because at that time Captain Raby, who commands the "*Alecto*," was with his ship to the north of the equator then commanding the division of the British ships of war stationed in the Bights of Benin and Biafra.

It is, however, the case that Her Majesty's ship "*Prometheus*" was at the time specified in the locality of the bay mentioned, and possibly the "*Tarugo Secundo*" may have been boarded by that cruiser.

Your Lordship will, I trust, approve of my having forwarded copies of the several papers to Commodore William Edmonstone, whose inquiries probably will fully illustrate the case.

I may point out a discrepancy in the statements of the Secretary of the Government and the master of the "Tarugo Secundo," the Secretary stating that the master was "obliged to go on board the steamer 'Alecto,'" the master declaring that he refused to leave his vessel, and that the officers of the vessel of war went away without him.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 33.

The Secretary-General to the Government to Consul Sir H. Huntley.

(Translation.)

Sir,

Loanda, November 18, 1861.

BY order of his Excellency the Governor-General of this province, I remit to you a copy of the protest which has been presented by the captain of the Portuguese brig "Tarugo Secundo" against the proceedings of the English steamer of war "Alecto" towards her. At this time the said vessel was anchored in the Portuguese port of Equimina, to the south of Benguela, and was entered by an armed force, rigorously examined, the papers many times threatened to be seized, the captain obliged to go on board the steamer, so that he was kept from his vessel ten or twelve hours, during which time he was told she could be made a prize.

This proceeding, as you will see, is a manifest violation of the IIIrd and IVth Articles of the Treaty of the 3rd of July, 1842, and is of much consideration with regard to the flag, the territory, and, consequently, to the dignity and rights of the Portuguese nation.

His Excellency therefore hopes that by sending you in this manner the information, the Government of Her Britannic Majesty will provide against the recurrence of such treatment.

God preserve, &c.

(Signed)

JOSE BARBOZA LEAO.

Inclosure 2 in No. 33.

Protest of José d'Oliveira Fannes, Captain of the Portuguese brig "Tarugo Secundo."

(Translation.)

I, THE Undersigned, Captain of the Portuguese patacho "Tarugo Secundo," declare that, having sailed from Loanda the 26th day of March, 1861, bound to the ports of the south, with a colonial cargo, as manifested, and having arrived in the port of Equimina the 6th day of April, I anchored at 3 P.M. to trade in this port with the widow Tarugo and Sous, owners of vessels and merchants of Lisbon, with legality and the rights of national commerce.

On the 11th of the same month, at 7 P.M., was boarded and searched by a boat from the English steamer of war "Alecto," which sent a midshipman on board, with a crew all armed, and required of me the papers of the vessel, which I presented, notwithstanding that I was in a Portuguese harbour, a foreign vessel having no right to visit mine there according to the existing Treaties. However, against force no resistance was offered. The said officer examined the papers, reserving myself to give the necessary information to the Governor-General on my return to Loanda.

The officer, after having examined the papers, asked me leave to fire a pistol as a signal to the steamer. I consented, and it was done. The signal not being acknowledged, he asked me for a lantern, to be placed as a guide at the mast-head, which I ordered to be done. The midshipmen then, without asking my leave, fired a musket. Hearing this another boat came, and a Lieutenant leaped up with another armed crew, and going down to the cabin, asked me afresh for the papers, and examined them some time. This Lieutenant intimated that he should weigh the anchor and detain the vessel. To this I replied that I protested for all and whatever might happen from the detention of the vessel, and that if he so intended to send his men, and take possession, declaring that my men would unite with me in protesting against illegalities and infringements of the law. The officer said he did not understand me. Then all the men came on deck, separated about the vessel, and searched everywhere.

At 9 P.M. the two officers returned to the cabin, examined the papers afresh, and then required me to weigh the anchor, which I refused to do, when they asked me if I had an English flag on board. I said no. Then again they desired me to weigh the anchor. I persisted in refusing, declaring that if they decided upon taking the vessel, they might do so, and that I protested for the vessel and cargo. They declared they could not understand me, and they said many other things.

Then the Lieutenant of the steamer said he should report what had occurred to the Commander, leaving on board, to guard the vessel, the Midshipman, with an armed boat's crew. Sentries were posted at the gangways, and thus they had possession of the vessel. The steamer came near to speak to me, asking how many fathoms of water I had. I replied nine. Then, speaking to the Midshipman, ordered him to bring the papers on board; and it being required of me, I refused, declaring that they might see the papers on board, but that they should not go out of my power. They then intimated to me to go into one of the boats of the steamer. I also refused this. Then, after another examination, they left the vessel, when, the steamer "Africa" passing in sight, coming from the south, they weighed and followed in the direction of that vessel.

I protest against all these offensive and vexatious proceedings of the English steamer of war "Alecto," the visit which she made on the 11th of April to the vessel in my command being against the express stipulation of the Treaty of the 3rd of July, 1842, finding myself in a Portuguese port, within the limits which are not allowed to be violated by any vessel, as well as the cruising ships which are not permitted to act vexatiously as vessels which visit, nor to seize the papers of vessels having law and right to navigate.

Equimina, April 12, 1861.

(Signed)

JOSE D'OLIVEIRA FANNES, *Captain.*
BERNADO MARTINS.
GEVRAS SANTO PIAGS, &c.

Inclosure 3 in No. 33.

Consul Sir H. Huntley to the Secretary-General to the Government.

Illustrious Sir,

Loanda, November 21, 1861.

I HAVE the honour to have received your despatch of the 18th instant, accompanied by a Protest made by the master of the Portuguese patacho "Tarugo Secundo," alleging that his vessel was boarded and illegally treated in the port of Equimima, within the dominion of Portugal, on the 11th April last, by Her Britannic Majesty's ship "Alecto."

I beg leave, in reply, to state that I immediately informed Captain Raby, who commands the "Alecto" and is now in this port, of the accusation preferred by the master of the "Tarugo Secundo."

Captain Raby at once proved to me that he was, at the time mentioned, on the north of the equator, commanding the division of the British squadron stationed in the Bights of Benin and Biafra.

I shall, however, feel it my imperative duty to forward a copy of your letter, as well as one of the Protest, to Commodore Edmonstone, who commands the British squadron employed upon this portion of the coast of Africa, by the vessel of war which will proceed to him after having left here the mail in December, and I beg that you will assure his Excellency the Governor-General that Commodore Edmonstone will lose no time in making the necessary inquiries.

I have, &c.

(Signed) H. V. HUNTLEY.

No. 34.

Her Majesty's Commissioners to Earl Russell.—(Received March 14.)

My Lord,

Loanda, January 1, 1862.

WE have the honour to report to your Lordship that there has been no case adjudicated before the British and Portuguese Mixed Commission in this city during the last six months.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 35.

Her Majesty's Commissioners to Earl Russell.—(Received April 2.)

My Lord,

Loanda, January 8, 1862.

THE belief we expressed, in our Annual Report dated the 10th October last, as to the increase of the practice which has recently sprung up in this province of removing slaves to St. Thomas', has, we regret to say, been fully verified.

2. As a proof of this, we now beg leave to hand to your Lordship a list of the vessels conveying those negroes which have sailed from this port during the last three months, from which it will be seen that 467 have been embarked, under different denominations, in that period. This added to the number reported in our above-mentioned despatch, makes upwards of 900 that have been shipped within the year just expired.

3. On the arrival of Commodore Edmonstone at this place in Her Majesty's ship "Arrogant," in November last, we fully communicated to him the extent to which this practice has been carried. We also handed to him for perusal a copy of our despatch to your Lordship of the 10th of October of last year, and we solicited his attention to this very important subject, because Her Majesty's Commissioner sees most clearly that it is the decided intention of the Governor-General to sanction the continuance of this practice without restriction, and it even already promises, if not checked, to rival in extent and importance the scheme adopted by the Government of France for supplying its possessions in the West Indies with labourers.

4. Commodore Edmonstone and Her Majesty's Commissioner had an interview with the Governor-General on the subject, and the Commodore pointed out to his Excellency that, in the event of any of the vessels conveying these negroes being met at sea by Her Majesty's cruisers, the officers sent to board them might experience some difficulty in ascertaining whether such negroes were really in the enjoyment of their freedom or not; and, in reply, the Governor-General immediately produced a number of printed papers, which, he said, were the passports to be given to every negro about to be embarked on board a vessel then on the eve of her departure from this port for St. Thomas'; and he added, that he did not consider

that Her Majesty's officers had any right ~~whatever~~ to look beyond those passports, inasmuch as they were in themselves a sufficient guarantee that the negroes are not slaves.

5. From this view of the matter Mr. Gabriel felt it his duty to express his dissent, and he added that, although it was not known to him what measures the Local Government takes to satisfy itself that these negroes are in every case to be considered "free," he had strong reason to believe that gross frauds had been committed by many of the parties who apply for these passports. Her Majesty's Commissioner stated, moreover, that, in his opinion, the passports upon which the Governor-General laid so much stress neither conferred liberty nor afforded any proof whatever that the negroes in question were not held in slavery, and that those passports, on the arrival of the vessels at St. Thomas', became so many valueless pieces of paper. Mr. Gabriel did not hesitate, further, to express it as his opinion that, if Her Majesty's naval authorities exercised the power conferred on them under the Convention of the 3rd July, 1842, it would be found that these negroes were carried off by force, and doomed to compulsory separation from their own country; that they belonged, in fact, to parties who, under the specious pretence of requiring labourers for the cultivation of their estates, buy the negroes brought to them by dealers in slaves, and, whatever form of emancipation may be gone through, ship them to St. Thomas' as objects of commerce, in open violation of the Treaty-engagements which have been entered into by His Most Faithful Majesty.

6. His Excellency strenuously denied that the negroes were destined to be sold at St. Thomas'; but Mr. Gabriel, without stopping to argue that point, submitted, that to constitute slave-trading it is not necessary that the parties who buy slaves should intend to sell them again, because, if the criminality of the transaction depended on the subsequent sale, then the landed proprietors in Cuba might carry on the Traffic with impunity, if, instead of buying slaves from the adventurers who bring them from Africa, they were to send out vessels to this coast on their account, and, by means of their own agents, purchase slaves for their own use.

7. The Governor-General expressed a decided unwillingness to abandon, or even to restrict, the system now being pursued; and the interview terminated by Commodore Edmonstone's informing him that he should at once bring the matter under the notice of the Admiralty, and solicit instructions for his guidance thereon.

8. An instance recently occurred here of one of these negroes attempting to commit suicide, when being marched down to the beach for embarkation. He was immediately conveyed to the hospital, and soon afterwards, at his master's request, removed from thence to the jail, where he was kept in close confinement. Subsequently, under an escort of police, he was removed from the jail to be taken on board another vessel about to sail for St. Thomas', but, after wounding one of the guard, he fled and made his escape.

9. It is needless, my Lord, for us to expatiate upon the evils necessarily consequent upon this new form of Slave Trade. It is not without considerable pain that Her Majesty's Commissioner begs to observe, in conclusion, that, in his opinion, this matter offers no hope of being set at rest here; and, as we are persuaded that nothing short of the most stringent instructions from the Home Government will induce the local authorities in this province to put an end to it, we can only, therefore, anxiously await the result of any representations which your Lordship may have instructed Her Majesty's Minister to the Court of the King of Portugal to make, with a view of preventing this very serious evil from being continued, or becoming, as it assuredly will if not promptly checked, more frequent by impunity.

We have, &c.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 35.

A LIST of Vessels which have Sailed from the Port of Loanda for St. Thomas, between October 1, 1861, and January 8, 1862.

Date.	Name of Vessel.	Rig.	Name of Captain.	Number of		
				"Escravos."	"Libertos."	" Pretos livres."
1862						
Oct. 2	D. Antonia ..	Steamer ..	A. J. Ramalho ..	..	10	52
" 3	Andorinha do Tejo ..	Brig ..	E. A. Pereira ..	10	..	12
" 21	Zaire ..	Steamer ..	C. C. de F. Ferreira ..	2	8	79
Dec. 6	D. Pedro ..	Ditto ..	J. P. Leitão ..	..	10	70
" 8	Tarugo II ..	Brigantine ..	J. d'O. Faneco ..	..	10	20
" 10	Sofia ..	Brig ..	A. Netto ..	..	10	25
" 25	Liberdado ..	Brigantine ..	J. A. Esteves ..	10	..	21
Jan. 8	Estaphania ..	Steamer ..	T. A. Oliveira ..	..	..	118
				22	48	397
						48
						22
						467

St. Paul de Loanda, January 8, 1862.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

No. 36.

Her Majesty's Commissioners to Earl Russell.—(Received March 14.)

My Lord,

Loanda, January 15, 1862.

WE have great pleasure in announcing to your Lordship the further successful proceedings of Her Majesty's steamer "Ranger," Commander Wratislaw, employed in the suppression of the Slave Trade on this part of the coast.

2. On the 1st instant, whilst cruising off Mangue Grande, and within a few miles of the spot in which she captured the "Lyra" in October last, the "Ranger" observed a vessel of suspicious appearance, and proceeding in chase, shortly afterwards succeeded in capturing a schooner with about 500 slaves, who had been embarked two days previously.

3. There were neither papers nor colours on board, and Commander Wratislaw immediately dispatched her to St. Helena for adjudication in the Vice-Admiralty Court at that place.

We have, &c.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

No. 37.

Her Majesty's Commissioners to Earl Russell.—(Received April 2.)

My Lord,

Loanda, January 27, 1862.

IN pursuance of the instructions issued for the guidance of Her Majesty's Commissioners at this place, requiring them to transmit, at the end of each year, a certified copy of the Register of Slaves who may be emancipated under sentence of the Court, we have now the honour to inclose, for your Lordship's information, the register in question made up to the end of the year 1861.

No register was sent for 1860, owing to the great difficulty which Her Majesty's Commissioner has experienced, since resuming his duties, in ascertaining correctly the number of negroes surviving from those captured in the launches "Tigre" and "Paquete de Moanda," adjudicated in October of that year, and how they had been distributed or disposed of.

Mr. Gabriel has only within the last week succeeded, with the assistance of the Curator of the Board of Superintendence, in obtaining the information requisite

to enable us to complete this register; and, under these circumstances, we have deemed it best to make it up to the end of the past year; and to include in it, not only the number of slaves from the above-mentioned vessels, but also from the "*Maria Isabel*," adjudicated on the 6th March, 1861, which were delivered into the charge of the Board of Superintendence at its first meeting on the 1st May last.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 37.

REGISTER of Slaves, Natives of Africa, liberated by the British and Portuguese Mixed Commission established in the City of St. Paul de Loanda.

Vessel in which Captured.	Number of Slaves.		Date of Liberation.	Number of Slaves Liberated.	Number of Slaves delivered to Board of Superintendence.	In the enjoyment of full liberty.	Dead.	Absconded.	Observations.
	Males.	Females.							
Portuguese boat, without name .	4	....	1845 March 29	4	...	4	...	...	Enlisted in the Portuguese navy.
Portuguese launch " <i>Fortuna</i> " .	20	...	1848 March 27	20	...	16	3	1	Two enlisted in the Portuguese land-forces.
Portuguese launch " <i>Tigre</i> " .	70		1860 Oct. 30	...	40	...	2	5	The survivors of the slaves captured in this vessel were delivered over to the Department of Public Works at Loanda, on September 1, 1860. Sentence was not pronounced on the " <i>Tigre</i> " until the 30th October following; and no record exists to show how many were surviving on that date. They remained in charge of the Department of Public Works until May 1, 1861, when 40 only were handed over to the Board of Superintendence for disposal.
Portuguese palhabote " <i>Paquete de Moanda</i> "	3	2	Oct. 30 1861	...	5	...	...	2	
Portuguese launch " <i>Maria Isabel</i> "	33		March 6	...	27	...	1	...	The 33 slaves captured in this launch were delivered over to the Department of Public Works in January 1861. Sentence was not pronounced until the 6th March following, and no record exists to show how many were surviving on that day. They remained in charge of the above-mentioned Department until May 1, 1861, when 27 only were handed over to the Board of Superintendence.
Slaves liberated in 1845	-	-	-	-	4	Liberated slaves deceased	-	-	6
Ditto 1848	-	-	-	-	20	Ditto absconded	-	-	8
Ditto 1860	-	-	-	-	45	In the enjoyment of full liberty	-	-	20
Ditto 1861	-	-	-	-	27	Existing on December 31, 1861	-	-	62
Total number of slaves liberated up to December 31, 1861	-	-	-	-	96				96

Loanda, January 27, 1862.

(Signed) EDMUND GABRIEL.

No. 38.

Her Majesty's Commissioners to Earl Russell.—(Received April 12.)

My Lord,

Loanda, January 31, 1862.

WE have the honour to inclose herewith the joint Report of the British and Portuguese Commissioners which Article XI of Annex B makes it incumbent on them to transmit annually to each Government.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 38.

Annual Report of the Mixed Commission.

Report for the year 1861, which the British and Portuguese Mixed Commission established at St. Paul de Loanda in virtue of the Treaty of the 3rd July, 1842, concluded between Great Britain and Portugal for the Suppression of the Slave Trade, is to transmit to each of the respective Governments, in conformity with Article XI of Annex B to the said Treaty.

1. *Cases submitted for Adjudication.*

1. The launch "*Maria Isabel*," belonging to Joaquim Martins Pamplona, Portuguese subject.

This launch, having on board a cargo of slaves which she had shipped near Ambrizette for conveyance to the River Congo, was chased by His Most Faithful Majesty's cruiser "*Don Pedro V*," on the 20th January, 1861, in latitude 6° 46' south, and longitude 12° 35' east, and on the approach of that cruiser was upset.

Thirty-three slaves only out of her cargo of eighty were subsequently rescued from drowning, and one of the crew, a native of Cabinda, was captured.

The case was brought before the Mixed Commission in a despatch from Lieutenant F. P. de V. Pinho, commanding the "*Don Pedro V*," dated January 23, 1861, which vessel having on board the 33 slaves referred to, arrived in this port on that date.

The Court met to take cognizance of the case on the 20th February, 1861, and the Cabinda man who had been saved from the "*Maria Isabel*" having been examined, declared that all the slaves which had been brought to this port in the "*Don Pedro V*" were taken from the launch "*Maria Isabel*," whereof Pamplona and one Oliveira, residing at Ponta da Lenha, were owners; and that the said launch having been upset at sea, when chased by the "*Don Pedro V*," some slaves had been drowned, but that all the crew had been saved by swimming on shore.

A sitting for the judgment of the case was held on the 6th March, when the Commissioners decided that the circumstances under which this vessel had been destroyed, warranted them in proceeding to pronounce a sentence of emancipation on the 33 slaves saved from the "*Maria Isabel*," and they decreed that certificates of emancipation should be given to them accordingly.

2. The English brig "*Lord of the Isles*," belonging to R. A. Granger, of the Cape of Good Hope, John McKenzie, Master, detained on the 24th day of January, 1861, by the Fiscal Authorities at Mossamedes, on suspicion of being engaged in the Slave Trade.

This ship arrived at Loanda on the 5th February, 1861, and the case was submitted to the Court in a despatch from the General Government of the Province, covering copies of all papers and documents transmitted by the Portuguese authorities at Mossamedes, relating to the detention of the "*Lord of the Isles*."

On the 6th March, 1861, the Court of Mixed Commission having assembled for the purpose of considering the question of its competency to take cognizance of the case of the "*Lord of the Isles*," resolved that this vessel having been detained by the Fiscal authorities of Mossamedes, under the Decree of the 10th December, 1836, and whilst at anchor in that port, and not having been seized by any British or Portuguese cruiser in virtue of the Treaty of 3rd July, 1842, under which the Mixed Commission is established, the case did not fall within the jurisdiction of the Court, but appertained to the "*Tribunal de Prezas*," created by the Decree of the 14th of September, 1844.

The Court therefore ordered that all the papers and documents respecting the detention of the "*Lord of the Isles*" should be returned to the General Government of this Province for the necessary and legal purposes.

2. *Condition of the Liberated Negroes.*

All the negroes liberated by this Commission prior to 1860 have been granted their full and permanent liberty.

In 1860 there were 75 negroes captured on board two launches, the "*Paquete de Moanda*" and "*Tigre*," brought before this Commission for adjudication, and condemned on the 6th October of that year.

In 1861, 33 negroes were captured on board the "*Maria Isabel*," which vessel was condemned on the 6th of March.

These together make 108 negroes captured in the two years above-mentioned; of which number 98 survivors were delivered to the Department of Public Works as follows:—

September 1, 1860	..	..	..	..	..	..	..	56
September 17, 1860	..	..	..	..	..	..	..	9
January 1861	..	..	..	..	..	..	..	33
Total	..	..	..	..	..	..	..	98

and that they remained there until the Board of Superintendence met for the first time on the 1st May, 1861.

On that date the Board took charge of the negroes then reported as existing in the Department of Public Works, altogether 72, whereof his Excellency the Governor-General is informed that 17 died and 9 absconded; and on the 15th of the same month it authorized their being distributed as follows:—

To private individuals	..	..	..	..	..	..	..	24
Municipal Chamber	..	..	..	..	..	..	..	41
Department of Public Works	..	..	..	..	..	..	..	6
Government Dépôt	..	..	..	..	..	..	..	1
Total	..	..	..	..	..	..	..	72

Of these 4 have died and 7 have absconded during the past year, leaving, on the present date, 61 liberated negroes under the charge of the Board of Superintendence.

3. *General Information respecting Liberated Negroes.*

On the 23rd of November, 1861, 27 of the negroes which had been temporarily conceded to the Municipal Chamber were returned to the Government Dépôt, the Chamber no longer requiring their services. Twenty-three of them were subsequently distributed out to private individuals by the Board of Superintendence; one has since died in the hospital, and three are still in charge of the Provincial Government.

The whole of the negroes now under the charge of the Board are in good health, and well treated by their respective masters. They are, for the most part, young, none being more than 25 years of age, and the majority of them about 18. They are generally employed as domestic servants, but from the short time which has elapsed since they were actually placed under the care and supervision of the Curator, no satisfactory report can yet be submitted as to the progress made by them in their religious education.

*Hall of Sessions of the British and Portuguese Mixed Commission at
St. Paul de Loanda, January 30, 1862.*

(Signed) SER. LOPES DE CALHEIROS E MENEZES,
Governor-General.

EDMUND GABRIEL,
British Commissioner.

No. 39.

Her Majesty's Commissioners to Earl Russell.—(Received May 4.)

My Lord,

Loanda, February 28, 1862.

WE have the honour to acquaint your Lordship that the American barque "*White Cloud*," a suspected slaver, arrived in the River Congo a few days since, and, we are happy to say, met a just and well-merited end. In endeavouring to ascend that river, she grounded off a point called Scotchman's Head; and the natives, who have lately given a good deal of trouble to the Europeans residing there, made a dash at her in force with a number of canoes, and were soon in possession of her.

2. The captain and crew immediately abandoned the vessel; and, destitute of everything but the clothes they stood in, arrived at the French factory at the mouth of the river. Four of the crew, being too ill to accompany the rest, were left on board the barque; these the natives subsequently put into a boat, and giving them one oar, sent them drifting out to sea, where they were afterwards picked up.

3. On taking possession of the "*White Cloud*," the natives proceeded to destroy the rigging and plunder the whole of the cargo, consisting principally of agardente, tobacco, and slave-fittings; and so quickly and effectually was she stripped of everything, that when the slave-dealers at Ponta de Lenha sent their boats to the vessel's assistance, it was deemed best to complete the work of destruction by setting her on fire, which they accordingly did.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 40.

Her Majesty's Commissioners to Earl Russell.—(Received May 4.)

(Extract.)

Loanda, March 8, 1862.

ADVERTING to the reports which it has recently been our painful duty to make to your Lordship, regarding the system of transporting slaves from this Province to the Island of St. Thomas, we think it right to lose no time in informing your Lordship that the Portuguese brig "*Sophia*," which sailed hence on the 10th December last with 35 of these negroes, and having also a quantity of cattle on board for St. Thomas, has succeeded in shipping a cargo of 600 slaves in the Congo, and, with the Portuguese flag flying, left that river in the early part of last month for Cuba.

We have received this information from different reliable sources here, and it has just been confirmed by Commander Raby, V.C., of Her Majesty's ship "*Alecto*," who recently visited the Congo, and was made acquainted with the fact by three persons employed in the English and Dutch factories there.

Commander Raby has been for some time past employed as Senior Officer of this Division of the squadron, and departed yesterday on his voyage to England via Lagos. He has always afforded us his most cordial and zealous co-operation carrying out our duties here. He is, moreover, thoroughly acquainted with in everything that is passing in this province, and as your Lordship may be desirous of receiving the latest information regarding the proceedings of the slave-dealers on this coast, we have no doubt of the capability of Commander Raby to inform you upon the subject.

We purpose bringing the circumstance of the escape of the "*Sophia*" under the notice of the Governor-General, and urging him to enforce the penalties of the

law against the parties concerned in this criminal transaction. We shall hereafter have the honour to lay the result before your Lordship.

In the meantime it is our disagreeable duty to state that the practice of embarking negroes at this port for St. Thomas continues to be carried on in the most open and scandalous manner.

The Portuguese brigantine "Clé" left this harbour to-day with 40 of these negroes on board, shipped by a Portuguese subject here named José de Jesus Rodrigues, who, as we are informed, purchases them at the rate of about 30 dollars each, and—some form of emancipation having been gone through—they will, no doubt, appear in the ensuing week's official Gazette as "pretos livres;" but we are told on very credible authority that small coasting-craft, palhabotes, schooners, and large launches, the names of which do not appear, in the lists of departures published in that journal, are constantly sailing hence with cargoes of these unfortunate beings destined for St. Thomas.

We have only to add, my Lord, that each succeeding act of the local authorities confirms us in the conviction that neither humanity nor justice in this matter can be expected at their hands. We cannot indulge in the hope that any measures of prevention or punishment may be expected from the Government here, and it is alone to the decision and energy of Her Majesty's Government that we must look for the enforcement of that Treaty, the stipulations of which are now being systematically violated.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 41.

Her Majesty's Commissioners to Earl Russell.—(Received May 4.)

My Lord,

Loanda, March 12, 1862.

SINCE writing our preceding despatch, it has occurred to Her Majesty's Commissioner, as a circumstance not unworthy of being brought under your Lordship's cognizance, that some of the largest shareholders in the "União Mercantil" Company, whose steamers run between this place and Lisbon, are British subjects residing in that city and in London, and as a great proportion of the negroes now being shipped to St. Thomas are conveyed in those steamers, we beg leave to submit whether the parties referred to cannot be held to be amenable to the statutes prohibiting Her Majesty's subjects from aiding and abetting the Slave Trade, or embarking capital therein, and liable to the penalties prescribed for those penalties.

2. Should it be found that the employment of British capital in such a manner comes within the prohibitions and terms of the 4th, 5th, and 10th sections of the Consolidated Slave Trade Abolition Act (5 Geo. IV, cap. 113), we do not hesitate to say that, in our opinion, even a warning from Her Majesty's Government to the British subjects interested in the "União Mercantil" Company might have a very salutary effect.

3. We forward this, together with our preceding despatch, under flying seal, to Her Majesty's Minister at Lisbon.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 42.

Her Majesty's Commissioners to Earl Russell.—(Received May 12.)

My Lord,

Loanda, March 25, 1862.

WE have the honour to inclose a copy of a despatch which we have addressed to the Governor-General, in pursuance of the intention intimated in our correspondence by the last packet, respecting the escape of the Portuguese brig "*Sophia*" with a cargo of slaves, and the forcible conveyance of negroes from this province to St. Thomas.

2. We are not sanguine, my Lord, as to any favourable effect being produced by the representations which we have felt it our duty to submit to the Governor-General in this despatch, but, pending the receipt of his Excellency's reply, we forbear to express any further opinion on this point. In the meanwhile, however, we may be permitted to say, that we humbly hope your instructions, in reply to the despatches which we have already had the honour to address to you, may enable us successfully to combat the course which is now being pursued.

3. Your Lordship will find that in the inclosed despatch reference is made to a case which recently came to our knowledge, in which between 30 and 40 of these negroes were embarked in a small palhabote of less than twenty-five tons, which was afterwards met at sea, off the River Congo, by a Portuguese merchant-vessel, and, being short of water, the unfortunate beings destined for St. Thomas were in a state of great suffering.

On mentioning this circumstance to the Governor-General, and pointing out to him that the Portuguese law regulating the conveyance of emigrants prescribes that not more than 2 are to be received on board for each five tons burthen of the vessel, Her Majesty's Commissioner was immediately met by the expression of his Excellency's opinion that the law in question referred only to the conveyance of emigrants in voyages on the high seas, but that in coasting voyages no limit as to number was prescribed. Senhor Calheiros, contrary to the expectation of Her Majesty's Commissioner, argued that voyages between this Colony and St. Thomas are strictly coasting voyages, and that, therefore, the law to which Mr. Gabriel alluded was not applicable to vessels conveying negroes from the one Colony to the other.

Her Majesty's Commissioner never, throughout his long residence here, heard it advanced before that the trade between this province and St. Thomas is, or can be considered as, coasting trade. The Colonies are under separate and distinct Governments, wholly independent of each other, and we believe that the laws and Customs regulations of each, regarding coasting trade, are never applied to vessels sailing between them.

4. Referring to the last paragraph of the inclosed despatch, Her Majesty's Commissioner begs to state that he deemed it expedient to insert it in consequence of an observation which fell from the Governor-General at a recent interview between them.

When discussing the subject of transporting negroes to St. Thomas, Senhor Calheiros expressed his belief that the public feeling in England, which had prompted all the sacrifices made by her in favour of the African race, was not now so strong as formerly, and that the policy of other European Powers on the subject of slavery had, of late years, been somewhat modified.

What may have given rise to such a remark on the part of the Governor-General, Mr. Gabriel will not presume to say; but he thought it his duty at once to undeceive his Excellency on this point, and to declare his conviction that neither the views of the persons at present composing the Government and Council of Her Majesty, nor the feeling of the nation at large, had undergone any change on the question of slavery and the Slave Trade, and that most assuredly no lukewarmness, no relaxation of the measures of suppression adopted by your Lordship and the Administration of Viscount Palmerston was to be expected.

5. Her Majesty's Commissioner begs to assure your Lordship that he shall not fail to keep his attention directed closely to the subject of the removal of slaves hence to St. Thomas, and he hopes to be honoured with the support of Her Majesty's Government in opposing a system which, if not put an end to, must encourage and revive the Slave Trade here in all its force.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

P.S.—We transmit this despatch, under flying-seal, to Her Majesty's Minister at Lisbon.

E. G.
H. V. H.

Inclosure in No. 42.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

(Extract.)

Loanda, March 24, 1836.

WE regret to be under the necessity of placing within the knowledge of your Excellency a case which has recently occurred of the shipment of a cargo of slaves on board a Portuguese vessel which sailed from this port with negroes for St. Thomas.

The brig "*Sophia*," Captain A. Netto, which cleared out hence on the 10th December last, having on board negroes and cattle for St. Thomas, left the River Congo in the early part of last month under the Portuguese flag, with a cargo of about 600 slaves, whom she had shipped in that river for Cuba, in contravention of the Treaty subsisting between our respective nations for the abolition of this barbarous and piratical Traffic.

A report to this effect has been current here for some time past, but being desirous not to trouble your Excellency on mere rumour, we waited until we had satisfied ourselves of its correctness. The commander of Her Majesty's steamer "*Alecto*" having recently visited the Congo, and brought us a full confirmation of the fact, on the authority of three gentlemen residing in that river, who saw the "*Sophia*" proceed to sea with slaves on board and with the Portuguese flag flying, we now feel it our duty to make this communication, and in doing so, we feel confident the most rigorous measures will be adopted by your Excellency to trace out and bring to punishment the authors of this criminal and disgraceful transaction, and all parties concerned therein.

Whether the "*Sophia*" ever made her appearance at St. Thomas after leaving this port, and, if so, what measures were taken by the authorities at that island to prevent her from engaging in the Slave Trade, or what securities were given by the parties interested in her at the Custom-house at St. Thomas, in accordance with the requirements of the Decree of the 10th December, 1836, are matters upon which we have no means of acquiring correct information, but which will probably be elucidated in the course of any investigation which your Excellency may think fit to institute.

This vessel, however, being one of several which during the past year have been employed in the conveyance of negroes from this province to St. Thomas, we are naturally led to refer to this subject, which has now become one of so much interest and such great magnitude that we have felt it our duty, as Her Majesty's Commissioner recently had the honour of personally informing your Excellency, to submit full and detailed reports thereon to the Government of Her Majesty the Queen.

It has been stated to us that upwards of 2,000 negroes have been conveyed hence to St. Thomas since the 1st of January of the past year. We cannot vouch for the accuracy of this statement, but we do not think that it will be found to be very far from the truth.

We should consider ourselves as betraying the cause in which our respective Governments have taken so honourable a part, and departing from that friendly intercourse which it is our wish to cultivate with your Excellency, were we not to inform you that it has been reported to us that the negroes now being transported in large numbers from this province to St. Thomas are for the most part purchased at Loanda by private individuals for the express purpose of being shipped for that island, and although it may be true that the parties who embark them here are most careful to arm themselves with every necessary document to show that the forms of emancipation have been duly gone through prior to embarking them, there can be no doubt, according to the information which has reached us, that these Africans, who are of the rudest and most unenlightened class, recently brought in from the interior, are subjected to forcible expatriation.

Although, by this plan of previous manumission, it may appear to your Excellency that the letter of the Slave Trade Convention between Great Britain and Portugal is not infringed, yet the great objection still remains—that the whole system is founded and depends upon the purchase and sale of human beings, and that it not only operates, both in principle and effect, to encourage that criminal Traffic, which the repeated declarations, as well as the mutual engagements, of the two Governments bind them by every means in their power completely to suppress, but is eminently calculated to revive a spirit of slave-dealing in the interior, the which, from the want of a market, had become well nigh dormant in the Portuguese Possessions on this part of the coast, to the incalculable advantage of their commerce and civilization.

We do not, Excellent Sir, pretend to say that the Treaty of 1842 can be interpreted as preventing a system of emigration from this province to St. Thomas, provided it is *bona fide* voluntary. His Most Faithful Majesty's subjects of the African race are as free, we presume, to go to St. Thomas as any of His Majesty's subjects are to go from any one part of the Portuguese dominions to any other. But will any person, acquainted with this country and its inhabitants, venture to say that 2,000 negroes could be found in Loanda in one year, who of their own wish and free consent would emigrate to St. Thomas? Between two Colonies, in both of which the condition of slavery yet unhappily exists, it must obviously be most difficult to guard against abuse in such a practice—to guard against any possibility of an invasion of the liberty of the negro, and to ascertain that he is really and practically free; not only that he goes by his own wish and free consent, but that no fraud or imposition has been used. Should it be shown in any manner whatever that, despite their emancipation, these Africans have been torn from their native country and carried to St. Thomas by force, then we submit that such a proceeding is opposed to the letter and spirit of the Treaty by which the two Crowns are bound; and under whatever denomination, or with whatever formalities, they may be embarked here, and landed at St. Thomas, the vessels conveying them, and all parties concerned therein, become liable to the penalties prescribed in the Treaty in question.

Whilst addressing your Excellency on this subject, we cannot refrain from referring to another point connected with the mode of conveying these negroes; it is, that the number of them stowed away on board some of the small vessels trading between this place and St. Thomas is excessive in proportion to the capacity of the vessels themselves, and that in some cases, we are informed, extreme misery is the result. We have heard of an instance in which the number of negroes exceeded by more than one-half the number of tons burthen of the vessel; and the small quantity of water which the latter was capable of stowing having been all consumed before she had proceeded half way on her voyage to St. Thomas, she was fallen in with by a Portuguese merchant-vessel at sea, with her cargo of negroes in the most deplorable condition.

Her Majesty's Arbitrator, whilst acting as Commissioner during the absence of his colleague, in April of last year, officially submitted to your Excellency the facilities which, in his opinion, might be afforded to the operations of the slave-dealers by making St. Thomas a dépôt for collecting slaves previous to their being shipped for Cuba. If your Excellency would do us the favour to refer to a Memorandum containing information regarding the movements of vessels engaged in the Slave Trade, which we recently had the honour of communicating to you, and in which it is stated that an American vessel called the "*African*," Captain Lane, had landed a cargo of slaves on the Cuban coast in August last year, from St. Thomas on the West Coast of Africa, we feel convinced that your Excellency must acknowledge the above-mentioned opinion to have been well founded.

In submitting these brief remarks, we confidently hope that your Excellency will believe us to be animated only by a sincere desire to carry completely into effect the abolition of the fatal Traffic in human beings, a Traffic alike abhorred and reprobated by both our Sovereigns and Governments.

We are able to assure your Excellency, in conclusion, that the national feeling in England, on this momentous question, is as strong now as ever it was; and that the statesmen and parties who are the representatives of that feeling, are not less vigilant, nor less zealous and desirous, now, than they have ever been, to effect the final extirpation of a Traffic which has not only carried desolation to Africa, but checked the course of civilization, and already doomed so many human victims to misery and torment.

No. 43.

Consul Sir H. Huntley to Earl Russell.—(Received June 12.)

My Lord,

Loanda, April 7, 1862.

ADVERTING to the joint letter addressed to the Governor-General of the Province of Angola by Her Majesty's Commissioners, dated the 24th of March last, a copy of which will be now before your Lordship, relating to the removal of negroes from Loanda to the Island of St. Thomas, under the representation of their being emigrants induced by the attraction of wages, and of their own free will seeking labour in that dependency of the Crown of Portugal, it has become my duty to place before your Lordship the letter herewith inclosed, addressed by me to the Governor-General; together with a copy of a Portaria with which I have been provided by the Secretary to the Government; two notes framed by me for my own guidance; and lastly, the copy of a despatch addressed by the order of the Earl of Clarendon, then Her Majesty's Secretary of State for Foreign Affairs, to Mr. Brand, at that time Vice-Consul at Loanda.

2. I have now, my Lord, the honour of detailing the circumstances which have originated the remission of these several papers, and the proceedings relating also to them.

3. Your Lordship will probably have in possession the letter jointly addressed by Her Majesty's Commissioners on the 24th of March last to the Governor-General upon the subject, stated in the first paragraph of this despatch.

4. It was in reply to that despatch that upon the 1st of April I received a letter from the Secretary to Government, by order of the Governor-General, dated the 27th of March last, directed to me as "Her Britannic Majesty's Consul," but having ascertained the nature of this letter, I thought it might have been incautiously directed, and in the evening, under that impression, I called on the Secretary to the Government to have the direction altered, and "Her Majesty's Commissioners" substituted for "Her Majesty's Consul."

5. I, however, learnt from the Secretary to the Government, that the letter was directed to the "Consul" by order of the Governor-General; and I was informed in addition, that the Governor-General considered the letter addressed to him on the 24th of March last, by Her Majesty's Commissioners, to involve a question with which Her Majesty's Consul, as the British Diplomatic Agent here, alone should deal, and that it did not belong to the office of Her Majesty's Commissioners, whose powers the Governor-General believed to be limited to the superintendence of matters actually in Court.

6. I replied that I could not entertain a similar view, and expressed my fear that if the present direction of the letter addressed to me was maintained, it would be my duty to decline receiving it.

7. The same night I sent a note to Her Majesty's Commissioner, Mr. Gabriel, stating that I would call upon him in the morning, having a matter of consequence to disclose; and, as a guide to myself, I made the two notes forming Inclosure No. 3.

8. The next morning, April 2, I met Her Majesty's Commissioner. Having stated the whole case as it stood, I produced the guiding notes I had made the previous evening; and upon referring I found in a despatch sent by order of the Earl of Clarendon, dated May 19, 1854, to Mr. Brand, then Vice-Consul at Loanda, a case so similar to my own in principle, that the slender doubt I had at all sustained as to the propriety of declining to receive the despatch of the Secretary to Government of the 27th of March last, was altogether dissipated. A copy of the despatch sent by order of Lord Clarendon forms Inclosure No. 4.

9. Considering this despatch so conclusively supporting my own view in a case so extremely similar, I took it with me, and in the evening I called upon the Secretary to Government to whom I read it, hoping that it would convince the

Governor-General of the impossibility of my receiving the letter of the 27th of March last, under the direction it bore; and I farther left the despatch with the Secretary, as the Governor-General is staying upon the opposite island to recruit his health, and would not be in the town till the next morning.

10. On the evening of the 3rd April the Secretary to Government, who is too unwell to leave his rooms, invited me to call upon him, which I did. He informed me that the views of the Governor-General remained without change. The question, he maintained, was beyond the cognizance of Her Majesty's Commissioners, and therefore the letter must remain addressed to me as the Diplomatic Agent at Loanda of Her Britannic Majesty. This communication I held to be final, and I withdrew.

11. On the 4th of April I addressed the letter which forms Inclosure No. 1, to the Secretary to Government, accompanied by the letter which I had declined to receive for the reasons already stated, and sent both.

12. Your Lordship will now permit me to observe, that during these conferences I repeatedly asked the Secretary to Government to explain upon what foundation the Governor-General considered the subject embraced by the letter of Her Majesty's Commissioners one over which those authorities had no control. I pointed out that their letter originated in a belief that sundry persons in this Province were surreptitiously sending negroes to St. Thomas's Island, under the plea of their being voluntary emigrants, but in reality to be sold as slaves, also that Her Majesty's Commissioners thereby considered the Treaty of the 3rd of July, 1842, to be infringed; that that Treaty was neither mercantile nor territorial, but one standing by itself, as a means for suppressing the Slave Trade; and lastly, that Her Majesty's Commissioners were its actual guardians, in co-operation with others, and therefore enjoyed an unquestionable right to be heard upon any event which connected it with slavery, actual or suspected.

13. I conceive, my Lord, that Her Majesty's Commissioners are not placed here merely to judge and report upon cases which may call the Court of Mixed Commissions into session, but that they are empowered and required by their respective Governments to notice every occurrence that may appear to them even an intrusion, much more an infraction of the Treaties which exist between Great Britain and Portugal for the suppression of the Slave Trade.

14. If then, my Lord, my view of the duty of Her Majesty's Commissioners is correct, they have an undoubted right to address communications to the Governor-General upon events threatening to abridge the liberties of classes protected by the Treaties mentioned, and consequently have an equal right to expect a reply to their communications.

15. In the hope of sparing your Lordship the amount of correspondence which will ensue, I had urged the foregoing arguments, unhappily without success; and I conclude by submitting to your Lordship that had I, as Her Majesty's Consul, in the presence of Her Majesty's Commissioners, consented to have received the letter of the 27th of March from the Secretary to Government, I should have established a precedent manifestly prejudicial to the future action of those to whom the care of the liberty of the negro shall be confided, and have intruded upon, if not usurped the powers of the Commissioners themselves; but having seen the despatch of Lord Clarendon upon a case in principle quite parallel, had I accepted the functions of Diplomatic Agent—a position which from the first moment I had repudiated—I should have committed an error that would have justly, I submit, my Lord, exposed myself to the severest disapprobation.

I have, &c.

(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 43.

Consul Sir H. Huntley to the Secretary-General to the Government of Angola.

Sir,

Loanda, April 4, 1862.

THE necessity of obtaining a translation of your letter dated the 27th of March last, in the first place caused some delay in proceeding with it; and secondly, in consequence of that letter having been addressed to me in my capacity of Her Britannic Majesty's Consul, though replying to a communication addressed by Her Majesty's Commissioners to his Excellency the Governor-General, dated the 24th of March last, relating to matters connected with the Slave Trade, a further delay took place, as it became a question whether or not, as Consul, I could receive a letter, in the presence of Her Majesty's Commissioners, replying to one that had been addressed, as before stated, by those authorities upon a question in their opinion purely belonging to the Slave Trade.

I beg now to request the favour of your informing his Excellency the Governor-General that I have given the question of my competency to receive a letter, under such circumstances, my most unreserved consideration, and that, having carefully examined the several despatches relating to the free communication between the authorities of His Most Faithful Majesty and those of Her Britannic Majesty at Loanda, I conceive myself compelled, for the following reasons, to conclude—

1st. That in these despatches, as also in the Portaria with which you have considerably furnished me, it is clearly agreed that the Commander of the British squadron, and also the British Commissioner, should enjoy the privilege of freely communicating with the Portuguese authorities on all subjects connected with the Slave Trade.

2nd. I am unable to find in any of the documents mentioned, any privilege conferred upon any authority to address matters connected with the Slave Trade to Her Majesty's Consul, in the presence of Her Majesty's Commissioners.

3rd. Whatever may be the urgency involved in the present instance, it is very clear that that urgency can find no relief in addressing Her Majesty's Consul, more than it would had the reply of his Excellency been addressed primarily to Her Majesty's Commissioners.

4th. In the despatch dated May 19, 1854, which you did me the favour to peruse and place before his Excellency the Governor-General for consideration, I find distinct orders sent by the Earl of Clarendon, then Her Majesty's Secretary of State for Foreign Affairs, to the British Consular authority at Loanda, informing him that he not only should have declined to receive a letter from Captain Graça (then acting as Governor of this province) upon a subject connected with the Slave Trade, but also that he should have referred Captain Graça to the British Commissioner, as the only authority to whom he could properly address himself on such occasions. Certainly the British Consular authority was also in this despatch directed to communicate any such letters which might afterwards be addressed to him, to the British Commissioner; but this direction cannot diminish the strength of the preceding very clear order.

Under this view of the position in which I find myself, and in order to complete my obedience to the commands contained in the Earl of Clarendon's despatch, already quoted, I have to request that you will acquaint his Excellency the Governor-General that I must decline the reception of the communication addressed to me, and herewith inclosed, influenced only by a rigid sense of duty, and with the most unqualified feeling of respect for himself, and for the high office he holds by order of His Most Faithful Majesty.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 2 in No. 43.

Portaria.

(Translation.)

Naval and Colonial Department, Section of Colonies.

HIS Majesty the Regent, in the name of the King, ordains through the Secretary of State for the Colonies and Navy, that it be made known to the Governor-General of Angola, for his information and the due purposes, that the British Minister in this Court, in addition to the notes of his predecessors, solicited permission for the Commander of the British Naval Station and the British Commissioner in the Mixed Commission at Loanda to correspond freely with the said Governor-General upon matters of the Slave Trade. The requested permission was granted to be used only when in regard to the said matters, and when the urgency may be such as not to permit to await without inconvenience its discussion through the established course. This being under date transmitted to the Foreign Office for the proper purpose:

Palace, February 14, 1854.

(Signed) VISCOUNT ATHOGUIA.

Inclosure 3 in No. 43.

Notes made on the 1st of April, 1862, after returning from the Interview with the Secretary to Government.

1st. Not competent for Her Majesty's Consul to receive replies to despatches written jointly by Her Majesty's Commissioners, those Commissioners being present.

2nd. Not competent for the Arbitrator to receive replies to such despatches when the Commissioner is not operated by any legal impediment.

(Signed) H. V. HUNTLEY.

No. 44.

Her Majesty's Commissioners to Earl Russell.—(Received July 10.)

My Lord,

Loanda, April 1, 1862.

WE have the honour to acquaint your Lordship that Her Majesty's steamer "Griffon," Commander Perry, whilst proceeding to this place with the last mail from Fernando Po on the 27th ultimo, fell in with a barque and a schooner in company, off Black Point, in latitude 5° south, and longitude 11° 45' east.

2. Commander Perry immediately sent a boat to cut off the schooner whilst he proceeded in the "Griffon" in chase of the barque, and having soon come up with her, he found her to be fitted in every respect for the immediate reception of a cargo of slaves, which, to the number of 800, she was to have shipped the following morning at Black Point, for the Island of Porto Rico.

3. This barque, which was about 400 tons, was destitute of all proofs of nationality, nor were there any papers found on board from which her name could be ascertained; but, from the statement of some of the crew, it appeared that she had sailed from New York on the 1st December last, and touched at Campeche, in Mexico, where the necessary equipment was completed.

4. Later in the afternoon of the same day the officer who had been detached from the "Griffon" in pursuit of the schooner, returned on board in charge of that vessel, having found her abandoned by her crew, and fully equipped for the conveyance of slaves.

5. This schooner being small, and incapable of safely undertaking a voyage to St. Helena, Commander Perry, after causing her to be surveyed, destroyed her by fire, sending the necessary evidence to St. Helena, in order that the case might, with that of the barque, be brought before the Vice-Admiralty Court in that Colony for adjudication.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 45.

Her Majesty's Commissioners to Earl Russell.—(Received August 11.)

My Lord,

Loanda, April 8, 1862.

WITH reference to your Lordship's despatch of the 16th January last, which reached us by Her Majesty's ship "Griffon" from Fernando Po on the 31st ultimo, we have now the honour to inclose copies of letters which, in fulfilment of the instructions therein contained, we have addressed to the Governor-General and to the Senior Officer of Her Majesty's naval forces on this division of the Station.

2. Your Lordship will perceive that in our communication to the Governor-General we took occasion to refer to the Portuguese brigantine "Libertade," which is now preparing to receive a number of these negroes for conveyance to St. Thomas. A copy of that, as well as of our previous letter to the Governor-General on this subject, dated the 24th ultimo, we inclosed to Captain Smith, of Her Majesty's ship "Torch," at present in command of Her Majesty's ships on this part of the coast, forwarding our letter to that officer by Her Majesty's ship "Griffon," which left this port yesterday.

3. In addressing ourselves to the Senior Officer we also deemed it expedient to request his aid and co-operation in regard to the disposal of the negroes found on board these vessels in the event of any of them being detained.

4. By the late Earl of Aberdeen's despatch to Her Majesty's Commissioners here dated 31st December, 1844, the duty of superintending the shipment to the British West Indian Colonies of such portion of the negroes emancipated by the Mixed Court of which we are members, as, under the VIth Article of Annex B to the Treaty of the 3rd July, 1842, may from time to time be at the disposal of the British Government, was entrusted to the late Mr. Vice-Consul Brand, and a Code of Instructions was furnished to that gentleman for his guidance in performing this service.

5. No case having ever occurred of a vessel with slaves on board being captured by a British cruizer and brought before this Court for adjudication, the above-mentioned instructions have never been called into practice, and we are assured, my Lord, that considerable difficulty would be experienced in carrying them out here; indeed, we apprehend it would be quite impracticable to do so in regard to the negroes found on board the vessels to which this correspondence refers. The number of those negroes shipped on board each vessel rarely exceeds 100 or 120, and it would be impossible, we are sure, at this place, to find vessels willing to convey them to the West Indies on any reasonable terms. If they are re-landed here they may, instead of being made permanently and entirely free, be soon reduced again to a state of practical bondage, or remain permanently chargeable to Her Majesty's Government; and under these circumstances, pending the receipt of your Lordship's instructions on this matter, which we now respectfully solicit, we have deemed it prudent to suggest that should any of these vessels be detained, the negroes, on being liberated, may be transported to St. Helena in a British cruizer.

6. We can hardly anticipate that the Colonial authorities of that island w...

have any objection to receiving and disposing of them in the same manner as negroes emancipated under the decrees of the Vice-Admiralty Court; but should your Lordship be pleased to approve of this measure, it would, perhaps, be desirable to communicate with the Colonial Department in order to remove any doubts on the matter.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 45.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 5, 1862.

IN conformity with instructions which we have recently received from Her Majesty's Principal Secretary of State for Foreign Affairs, it again becomes our duty to address your Excellency on the subject referred to in our despatch of the 24th ultimo.

Strong representations have been repeated to Her Majesty's Government, from undoubted sources, that a considerable Traffic in Slaves is carried on, chiefly in small coasting-vessels, between the mainland of this continent and the Islands of Princes and St. Thomas; and accounts have also been received from which it is to be inferred that the negroes embarked at this place for the last-mentioned island are not in the enjoyment of that freedom which it is alleged they are.

We have, in consequence, most earnestly to beg your Excellency's co-operation in putting an end to these practices, and specially to solicit your attention to the case of the brigantine "Libertade," which is now preparing, in this harbour, to receive a number of these negroes for forcible conveyance to St. Thomas.

As the best practicable means which Her Majesty's Government possess of carrying into full effect the humane objects which both Governments had in view in concluding the Convention for the suppression of the Slave Trade, we have been instructed to bring this matter under the attention of the Senior Officer of Her Majesty's ships on this part of the coast, in order that the Commanders of those ships may be instructed to exercise the power delegated to them under the said Convention, and ascertain, by strict examination and inquiry on board the packets and vessels engaged in transporting these negroes, whether they are in that state of entire and perfect freedom which may justify their removal to St. Thomas, and, if not, to detain the vessels and bring them before the Mixed Court for adjudication.

In making this communication to your Excellency, it is also our duty to request your attention to the serious responsibility which the Government of this province will incur should it be ascertained that the negroes now being embarked here for St. Thomas have been introduced into that island in violation of the Treaty-stipulations between Great Britain and Portugal.

Should the legal commerce of Portuguese subjects, or others, be in any manner impeded by the efforts of Her Majesty's cruisers in suppression of the Slave Trade, your Excellency will permit us to state, at once, that those impediments must be imputed to the undertakings of the parties concerned in the forcible removal of these negroes to St. Thomas, and not to the proceedings of Her Majesty's officers.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 2 in No. 45.

Her Majesty's Commissioners to Captain Smith.

Sir,

Loanda, April 5, 1862.

HEREWITH we beg leave to lay before you copies of two despatches which we recently addressed to the Governor-General of this province on the subject of the forcible removal of negroes from this place to the Island of St. Thomas; and in order that you may be able to form some idea of the extent to which this practice has lately been carried, we also inclose a list of the vessels which have sailed hence conveying these negroes to St. Thomas during the last three months, viz., from the 1st January to the 31st March of the present year.

This list has been extracted from the official "Gazette" published here, and shows that 469 negroes have been embarked in the period referred to; but we ought to add, that the names of several small coasting-craft which are employed in the same way do not appear in this "Gazette," and, in consequence, the number shown in this list probably falls far short of the number that actually left Loanda in the period above mentioned.

It is alleged by the Portuguese authorities, in justification of these proceedings, first, that the negroes are free, having been emancipated prior to their embarkation; and, secondly, that each of them is furnished with a passport from the Government of this province allowing him to proceed to St. Thomas.

This latter statement is no doubt true, but the passports referred to afford, in our opinion, no proof whatever of the freedom of the negro; and with regard to the first point, we have reason to believe that some papers are provided by the owners of the negroes to show that they have been emancipated. From what we have ascertained, however, there seems little doubt that this form of emancipation is only nominal—a pretext, in order to avoid the consequences of an infraction of the Treaty of the 3rd July, 1842—the negroes being, in reality, purchased at this place for exportation to St. Thomas, where they are consigned to a life of slavery, in open infringement of the stipulations of the Treaty referred to.

It therefore becomes our duty, under the instructions which we have recently received from Earl Russell, Her Majesty's Secretary of State for Foreign Affairs, to draw your attention to this important matter, and to request that steps may be taken to board and examine the vessels engaged in the transport of these negroes, in order, by strict inquiry, to ascertain whether they are *de facto* free, and if not, to detain the vessels and bring them before the Mixed Court for adjudication.

In the event of your having recourse to this measure, we must request that strict instructions may be given to

the officers charged with conducting the vessels to this port to use the utmost vigilance in preventing any intercourse between the negroes and the crew or passengers; indeed, if, under the reservation contained in the IVth Article of Annex B to the Treaty with Portugal, the negroes could be removed to the capturing ship, and conducted, with the detained vessel, to this port, it might in some measure tend to promote the ends of justice.

On referring to Article II of Annex C to the above-mentioned Treaty, you will observe that the negroes found on board vessels detained under the stipulations thereof are "to be delivered over to the Government to whom belongs the cruiser which made the capture." Should the vessel be condemned, we would certainly find it impossible, at this place, to obtain a means of sending these negroes to any of Her Majesty's West Indian possessions, and it occurs to us that the only satisfactory mode of disposing of them would be to have them transported to St. Helena, from whence they can, with facility, be sent to the West Indies; but as we are well assured that it would be equally impossible for us to find any merchant-vessel here willing to convey them to that island, we are under the necessity of earnestly requesting that you will make such arrangements as may be consistent with the other important duties of the squadron, for having the negroes conveyed to St. Helena in one of Her Majesty's cruisers as soon as possible after their liberation by the Mixed Court. It would obviously be most desirable to avoid, if possible, the necessity for their being landed at all at this place.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 3 in No. 45.

A LIST of Vessels which have Sailed from the Port of Loanda, conveying Negroes to St. Thomas', between the 1st January and 31st March 1862.

Date.	Name of Vessel.	Rig.	Name of Captain.	Number of		
				" Pretos livres."	" Libertos."	" Escravos."
1862.						
Jan. 8	Estaphania. . .	Steamer ..	T. A. d'Oliveira ..	118	..	..
" 16	Quinta de Pontevel.	Brigantine ..	J. M. da Camara ..	20	..	10
Feb. 2	Donna Antonia ..	Steamer ..	A. J. Ramalho ..	113	..	10
Mar. 8	Clé.. ..	Brigantine ..	M. G. dos Santos ..	31	2	8
" 14	Africa	Steamer ..	J. F. Caiado ..	105	..	10
" 29	Zaire	Steamer ..	J. M. de F. Branca ..	32	10	..
				419	12	38
				469		

Loanda, March 31, 1862.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 46.

Her Majesty's Commissioners to Earl Russell.—(Received July 10.)

My Lord,

Loanda, April 15, 1862.

IN our despatch of the 26th ultimo we had the honour to transmit to your Lordship the copy of a letter which we had addressed to the Governor-General of this Province, concerning the escape of the Portuguese brig "*Sophia*," with a cargo of slaves from the River Congo, and also with reference to the forced conveyance of negroes from this place to St. Thomas'.

2. The correspondence, copies and translations of which accompany this despatch, and which we respectfully submit as one requiring immediate notice, will show your Lordship that the above-mentioned communication has been, as anticipated by us, signally unproductive of any beneficial result.

3. In reply to it, the Governor-General, advancing the doctrine which had on a former occasion been asserted by the Portuguese authorities here, viz., that the British Commissioners possessed no other powers than as members of the Mixed Court, and over matters that come before the Court, addressed a letter to Her Majesty's Consul, stating that he was alone the functionary from whom he could accept any communication relating to the Treaty between Great Britain and Portugal for the suppression of the Slave Trade.

4. Her Majesty's Consul having, as fully detailed in his despatches to your Lordship, naturally weighed and considered all the circumstances connected with this proceeding on the part of the Governor-General, and bearing in mind the instructions addressed by the Earl of Clarendon to the late Mr. Vice-Consul Brand on the 19th May, 1854, felt that he had no alternative than to return his Excellency's

letter, which he accordingly did; fully explaining, at the same time, the nature of the instructions referred to, and under which he considered himself precluded from receiving a despatch addressed to him, by direction of the Governor-General, in answer to one from Her Majesty's Commissioners, having reference to Slave Trade transactions.

5. On the 4th April, the day following that on which Her Majesty's Consul returned the Governor-General's letter, we received a communication from the Secretary to Government (Inclosure No. 1), forwarding to us "for this once only," a copy of the letter which had been, by his Excellency's commands, addressed to Her Majesty's Consul as above stated. That letter, however, had actually been returned to the Secretary to Government before this "copy" of it was transmitted to us, and, consequently, we felt it our duty to lose no time in replying to the Governor-General (Inclosure No. 2), pointing out that the paper sent us was a copy of a letter which, having been returned by the functionary to whom it was addressed, must, in our opinion, be considered, so far at least as Her Majesty's authorities here are concerned, as having no existence; and that, under these circumstances, we deemed it incumbent on us to decline to receive it.

6. In answer to this, his Excellency, on the 7th April, ordered that there should be addressed to us a communication (Inclosure No. 3), which we have now the honour to submit to your Lordship's consideration. In it he expressly states that, considering the subject of our despatch of the 24th of March last of such importance that it ought not to remain unanswered, and being of opinion, moreover, that he could not correspond directly with us upon such subjects, he had therefore, addressed his reply to Her Majesty's Consul; but that inasmuch as Sir Henry Huntley, on the one hand, had declined to receive that reply, and we, on the other, had declined to receive a copy thereof, he, therefore, returned our above-mentioned despatch of the 24th March.

7. The question of the powers of Her Majesty's Commissioners to communicate directly with this General Government on matters relating to the Treaty, having to be followed up in a correspondence with his Excellency to which we shall have to refer in a subsequent despatch, we considered the letter above referred to from the Secretary to Government as closing this correspondence.

8. We here, however, beg leave to state, for your Lordship's information, that this same question having been raised by the Portuguese authorities here in 1850, and brought under the consideration of Viscount Palmerston, at that time charged with the Department of Foreign Affairs, in a despatch from Her Majesty's Commissioner, dated December 16, 1850, his Lordship addressed a letter to Her Majesty's Minister at Lisbon, dated April 14, 1851 (printed among the papers on Slave Trade for that year, Class B, page 537), stating that Her Majesty's Government conceived that both the Commodore of Her Majesty's squadron and Her Majesty's Commissioner here ought to communicate freely with the Governor-General, and the Governor-General with them, on all matters in regard to which they can mutually assist each other in carrying into execution the Treaty engagements of the two Crowns for the extinction of the Slave Trade.

9. In 1853, on a further representation from Her Majesty's Commissioners here, this matter was again brought to the attention of the Portuguese Government, under the direction of the Earl of Clarendon, conveyed in a despatch to Her Majesty's Minister at Lisbon, dated June 26, 1853, (*vide* Class B, 1854, page 402); and ultimately the Government of His Most Faithful Majesty sent out instructions, in the form of a Portaria, to the Governor-General here, dated the 15th February, 1854, to communicate freely with the officer commanding Her Majesty's squadron, and with the Commissioner of the Mixed Commission, upon subjects connected with the Slave Trade; "but only when the urgency of the case is such as to render it inconvenient to wait a solution through the established course" (Class B, 1854, page 515).

10. It is upon this exceptional clause in the above-mentioned Portaria, that the Governor-General, although he fully recognizes the importance of the circumstances represented in our despatch of the 24th ultimo, yet alleging that the words "established course" refer to the Consulate as being the established medium of international communication in such cases, defends the present proceedings on the ground that, in the presence of a British Consul, the right which the Portaria in question confers on the Commander of Her Majesty's squadron and the British Commissioner of communicating direct with this General Government, can never be exercised.

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11. His Excellency is rather peremptory in his assertion of this view of the case; but we respectfully submit, my Lord, that neither Government could have contemplated that such a construction would have been put upon the words of the Portaria of the 14th February, 1854.

The words "established course," upon which the Governor-General so confidently rests his argument, clearly, in our opinion, refer to the course which has been uniformly followed here, of referring matters not of a very pressing or urgent nature to the Home Governments for consideration, and not, by any means, to the practice for which his Excellency now contends, that of the officer commanding Her Majesty's naval forces, and the British Commissioner, addressing all their communications to Her Majesty's Consul, to be brought by him to the knowledge of the Governor-General; a practice which, although the Consulate was in existence many years before the Portaria in question was issued, the archives of this Commission prove to have never been, on any one occasion, adopted by Her Majesty's Commissioners here.

12. Should our views on this question meet with your Lordship's concurrence, we respectfully request that you will cause the matter to be submitted to the consideration of the Portuguese Government, in order that the Governor-General may be set right upon a point of so much importance to the efficient discharge of the duties committed to our care. Meanwhile, waiting the result of any representations which your Lordship may think fit to make, we beg leave to assure you that upon all occasions on which we may have good reason to think that the Treaty with Portugal against Slave Trade has been violated, we shall consider it our duty to bring under the observation of the Governor-General such circumstances as may come to our knowledge relative thereto, whether his Excellency is pleased to act on our communications or not.

We earnestly hope that your Lordship may approve of the course which we have followed, as explained in the inclosed correspondence.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 46.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary to the Government, Loanda, April 4, 1862.

HIS Excellency the Governor-General has received the official letter which you addressed to him under date the 24th March last, and has duly considered its contents.

As, however, the circumstances referred to in the Portaria No. 2,996 of the 14th February last did not apply to the case, according to which Portaria the Commander of the English Naval Station and the British Commissioner in the Mixed Commission alone are allowed to correspond with the Governor-General of this Province on Slave Trade matters, and this "only when they may be of such urgency that they cannot without inconvenience wait a decision through the established course," there being a British Consul in this Province resident at Loanda, his Excellency might decline to receive your letter.

But not wishing that it should remain unanswered, in consequence of the importance of the matter upon which it treats, he has accepted it, and orders me to send you, for this time only, a copy of an official letter which he addressed on the subject to Her Britannic Majesty's Consul in this city, the only British functionary whom he considers competent to correspond with him upon the matters to which the aforesaid letter relates, excepting under the circumstances mentioned in the Portaria of the 14th February, already alluded to, a copy of which was sent to the British Commissioner in the Mixed Commission on the 7th August, 1854.

God preserve, &c.

(Signed)

JOSE BARBOZA LEAO.

Inclosure 2 in No. 46.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 6, 1862.

LATE in the afternoon yesterday we had the honour to receive a despatch signed by the Government Secretary, and dated the 4th instant, inclosing to us a copy of a communication which had been addressed by him to Her Majesty's Consul, in reference to the matters treated of in our despatch of the 24th ultimo.

As your Excellency appears to have had before you the Portaria of the Minister of Marine and Colonies of the 14th February, 1854, and you acknowledge, moreover, that the matter in question is an important one, we do not deem it necessary to enter into any controversy as to our competency to address your Excellency on such subjects as those referred to in our above-mentioned despatch. It will be sufficient for us to say that it has been the invariable usage for the British Commissioners here to represent to the Governor-General of the Province every circumstance appearing to them to be an infraction of the Treaty, previously to performing the duty of submitting it to the consideration of Her Majesty's Government. This course of proceeding we followed in making a representation to your Excellency on the subject of the escape of the "*Sophia*," and other matters

referred to in our despatch of the 24th ultimo, which we studiously endeavoured to do with the utmost deference.

Our respective Governments can alone decide whether we have passed beyond the strict bounds of our duty or not in so doing.

But your Excellency, in answer to our despatch, which we are informed has been accepted, and the subject of which is pronounced to be important, is pleased to order the Secretary to Government to send us a copy of a letter dated the 27th ultimo, which had been addressed by him to Her Majesty's Consul.

As Sir Henry Huntley, in that character, had officially communicated to the Government Secretary the reasons which prevented him from receiving the above-mentioned letter, and had, with much regret, felt himself under the necessity of returning it, and as that letter had actually been returned by Sir Henry Huntley to the Secretary's office before the despatch to which we have now the honour to reply reached us, we are confident your Excellency will deem us justified in saying that it would be highly irregular for us to receive, in reply to a communication addressed to you by us as British Commissioners, a copy of a despatch which, so far at least as Her Majesty's authorities here are concerned, had, in point of fact, no existence when this copy was sent to us, the British functionary to whom it was addressed having been imperiously obliged to decline taking cognizance of it.

We are, therefore, alike precluded from doing so, and now beg leave to return the copy to your Excellency.

We cannot but deeply lament that these difficulties should have arisen in our official intercourse, but it is satisfactory to us to feel, as we do, convinced that they can be in no degree attributed to any want of a disposition on our part to cultivate the best personal understanding with your Excellency, and still less, we trust, to any failure in that consideration and deep respect which we owe your Excellency as the Representative of His Most Faithful Majesty.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 3 in No. 46.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary-General to the Government of Angola, April 7, 1862.

HIS Excellency the Governor-General received the despatch which you addressed to him under yesterday's date, and in reply directs me to say to you as follows:—

His Excellency on the 4th instant ordered that there should be sent to you, for your information, a copy of the reply to your despatch of the 24th March last, which he thought proper to address to Her Britannic Majesty's Consul, because he considered he could not reply to yourselves.

Her Majesty's Consul deemed it his duty to return that despatch, alleging that he was prohibited by his Government from receiving correspondence upon the subject thereof; and accordingly he did return it on the 4th instant.

Now you think you ought also to return the copy which had been sent to you.

Therefore his Excellency considering that your despatch of the 24th March, from the importance of its subject, ought not to remain unanswered, and finding that, on the one hand, you, and, on the other, Her Britannic Majesty's Agent accredited to this General Government, refuse to receive this reply, regrets to find himself obliged to return the despatch; and he orders that I should return it to you inclosed, as I now do.

His Excellency is convinced that he has acted and is now acting in this matter according to his duty, and that his Government will appreciate his proceedings.

In conclusion, his Excellency appreciates the sentiments which you express in the despatch referred to, and orders me to say to you that they are reciprocated.

God preserve, &c.

(Signed) JOSE BARBOZA LEAO.

No. 47.

Her Majesty's Commissioners to Earl Russell.—(Received July 10.)

My Lord,

Loanda, April 20, 1862.

WE have the honour to report to your Lordship that on the 4th ultimo, in latitude 6° 47' south, and longitude 11° 10' east, Her Majesty's ship "Torch," Commander Smith, fell in with and detained a brig, in every respect prepared to receive a cargo of slaves who were in readiness for her at Mangue Grande

2. When a blank gun was fired from the "Torch" this slaver displayed French colours, but on the approach of the boat sent to board her, they were hauled down and thrown overboard, and as no official papers whatever were found on board to establish the national character of the vessel, she was forthwith despatched to St. Helena for adjudication in the Vice-Admiralty Court of that Colony, under the Act 2 & 3 Vict., cap. 73.

3. A few loose documents, however, which were picked up on board of this vessel, and which have been obligingly handed to us by Commander Smith, confirm the reports which had previously reached us here, that she was the Portuguese brig "Alegre," and that her present voyage commenced under the command of a person named Valentino Feliz de Magalhaes at Liverpool, from whence she was cleared in July of last year.

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She proceeded from Liverpool to Lisbon, and as she came direct from thence to this coast, it would appear that she must have completed her slave equipment in the port of that capital.

4. Believing that it may tend to facilitate any inquiries into this matter which your Lordship may think proper to cause to be instituted, we beg leave to inclose the original of one of the papers which we received from Commander Smith, showing the name and address of one of the parties concerned in the voyage of the "*Alegre*" from Liverpool to Lisbon.

Whether bond was given at the Custom-house at the latter place that this vessel was not intended for Slave Trade, is a point which can only be ascertained there; but we think it our duty to add that it is generally reported that three other vessels were fitting out in the Tagus for the same iniquitous purpose as the "*Alegre*;" and we therefore respectfully submit to your Lordship whether it might not be desirable to instruct Her Majesty's Minister at Lisbon to endeavour to elicit further details on this important matter.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 47.

Mr. Botterill to Messrs. Johnston, Hodgson & Co.

Gentlemen,

Liverpool, July 22, 1861.

I AM surprised to find the above-named vessel is still here, notwithstanding several favourable opportunities have offered, since she has been loaded, of proceeding on her voyage. I therefore beg to give you notice that I shall hold you responsible for all losses that may be occasioned by her unnecessary and unwarrantable detention, and request that the vessel at once proceeds to sea.

I am, &c.
(Signed) CHAS. BOTTERILL.

No. 48.

Her Majesty's Commissioners to Earl Russell.—(Received July 10.)

My Lord,

Loanda, May 5, 1862.

IN allusion to our antecedent despatches of the 8th and 15th ultimo, relative to the transfer of slaves from this Province to St. Thomas, and also on the subject of our right to correspond with the Governor-General of this Province in matters relating to the execution of the Treaty with Portugal for the suppression of the Slave Trade, we have now the honour to lay before your Lordship copies and translations of a correspondence which we have subsequently exchanged with the Governor-General on these subjects.

2. As was to have been expected, perhaps, the answer returned to our communication of the 5th ultimo proved in all respects unsatisfactory. His Excellency alleges therein that the negroes embarked here for the Island of St. Thomas's are Portuguese subjects removing legally from one Portuguese Province to another, with passports signed by him; and he denies that the Treaty of the 3rd July, 1842, confers any right on Her Majesty's officers to inquire into this matter on board the vessels conveying those negroes.

He, therefore, solemnly protests against any such proceedings, and against the detention or capture of any Portuguese ship under such a pretext, adverting very pointedly to the distinction which he conceives such acts would present to the world in the proceedings of British cruisers towards Portuguese ships, as compared with their proceedings towards French ships, these latter having, he observes, carried off tens of thousands of negroes from the River Congo, without any opposition whatever on the part of Great Britain.

3. Referring to the case of the "*Liberdade*," the Governor-General states that he had given passports for 52 free Portuguese subjects and 10 slaves to proceed to St. Thomas's in that vessel.

No steps whatever were taken, so far as we are informed, to investigate the case of the negroes shipped on board that vessel. We are not told whether the 10 slaves were *bond fide* household servants accompanying their master, in conformity with Article V of the Treaty of the 3rd July, 1842, although from information derived from other sources, we have reason to know that such was not the case, but that they were slaves sent by parties here to their agents at St. Thomas's.

Considering, however, the ground and tone of the correspondence on the part of the Governor-General, a fair investigation of the circumstances attending the embarkation of these negroes was not to have been expected.

4. In replying to this communication, it appears to us expedient to set the Governor-General right as to the state of the question mooted therein. We proceeded, therefore, to explain that the positions in which French and Portuguese ships employed in transporting negroes from this coast are placed as regards Her Majesty's cruizers are in no way analogous, inasmuch as there is no Treaty in existence between Great Britain and France whereby the practice of transporting the natives of Africa by sea for the purpose of reducing them to slavery was declared to be a highly penal crime, and giving mutual right of search on board vessels engaged or suspected of being engaged in that practice, whereas with Portugal there is such a Treaty in existence.

We then observed that his Excellency was not correct in his assumption that Great Britain had never raised the slightest difficulty in regard to those proceedings on the part of the French Government which he referred, and we pointed out to him one fact regarding the transport of these negroes which appeared to us to constitute a very essential difference in the two cases, viz., that in the case of French ships the negroes were conveyed to Colonies where slavery was totally abolished by law, whereas those embarked in Portuguese ships were introduced into a Colony where the condition of slavery still unfortunately continues to be maintained; and where, we might have added, it appears to us to be a matter of some doubt whether the Portuguese authorities have the means of preventing them from being, in the words of the Treaty, "reduced to slavery."

5. By the annexed copy of the Governor-General's reply to our above-mentioned letter, your Lordship will perceive that his Excellency sustains the accuracy of the comparisons which he had advanced in his previous despatch of the 7th ultimo, and repeats that Her Majesty's officers can merely go on board the vessels conveying these negroes for the purpose of ascertaining whether the list of crew and number of passports correspond with the number of persons actually on board.

The Governor-General then introduces the subject of the measures adopted by Her Majesty's Government for the disposal of negroes found on board vessels of unknown nationality captured by British cruizers, assumes (upon rather slight foundation) that those negroes being "torn from their native country by violence, and coerced to go to a foreign country," are subjected to ill-treatment in Her Majesty's Colonies, remarks that "Great Britain has not the shadow of a right to dispose of these negroes, unless it be the right of being the strongest;" and then (with a certain degree of assurance) proceeds to add, that all this is so manifest that it cannot be controverted.

6. On the general tenor of this despatch, as, indeed, of the whole of the correspondence to which we now beg leave to request the favour of your Lordship's attention, it will be for your judgment to pronounce; but we deemed it advisable not to permit the statements advanced by the Governor-General—somewhat irrelevantly, as it would appear, but apparently with a view of establishing similar delinquency on the part of Great Britain as regards the disposal and treatment of negroes found on board captured vessels and sent to British Colonies—erroneous as those statements really are, to remain on record without some early attempt at correction; and it was under this feeling that we addressed to his Excellency the reply of which a copy is inclosed.

7. We also added in this reply, that in virtue of the compacts founded on common consent between the two countries, we could not concur in the very restricted view taken by his Excellency of the duties of British and Portuguese officers employed in the suppression of the Slave Trade.

8. On the 29th ultimo we received another despatch from the Governor-General, dated the 23rd April, in the first part of which, with regard to the disposal of negroes found on board vessels captured by British cruizers, he endeavoured to prove that the right conferred on Great Britain by Treaties with certain foreign Powers—which Treaties relate, he observes, only to the vessels of the contracting nations—cannot authorize the disposal of negroes found on board vessels of unknown nationality; and explaining, at some length, the sense in which he used the words contained in his previous despatch, he remarks that they were not susceptible of the interpretation we had put upon them. Whether they were or not, the contents of this despatch does not appear to us to afford any satisfactory explanation on the matter.

9. We, therefore, in acknowledging its receipt, limited ourselves to a few cursory observations on the conclusion adopted by the Governor-General as to the right of Her Majesty's Government to dispose of slaves from on board captured vessels, as founded on the stipulations of Treaties with foreign Powers, and to commenting very briefly on the other topics of the above-mentioned despatch.

10. This letter was returned to us the following day, accompanied by the despatch, a translation of which is subjoined, and which we considered as terminating this correspondence.

11. Your Lordship will not fail to observe the manner in which the Governor-General, throughout this correspondence, assumes that Her Majesty's officers have no right to inquire on board the vessels engaged in transporting these negroes whether they are free or not. It is upon this assumption that he seems prepared to make a stand, endeavouring, at the same time, to give a legal aspect to the proceedings against which we have been contending by repeatedly asserting that the negroes now being transferred to St. Thomas are Portuguese subjects removing from one Portuguese province to another; and in his despatch of the 23rd ultimo (Inclosure No. 5) he says that "they are Portuguese citizens whom the Portuguese Government may consider it of interest to the public cause to oblige to change their residence."

12. This remark had previously been made and much harped upon by his Excellency in conversation with Her Majesty's Commissioner, and Mr. Gabriel had assured him, in reply, that whilst Her Majesty's Government sought but one object, viz., the suppression of the Slave Trade, it would not, he felt persuaded, be baffled by any subterfuge.

13. It is absurd to say that these negroes are Portuguese citizens merely from the fact of their being brought into this city from the interior as slaves, sold here, and passports given to authorize their shipment to St. Thomas.

14. It is ridiculous to maintain that, even supposing them to be natives of any part of the interior within the nominal geographical limits of this province—and we regret to say that slaves are obtained from many of the native tribes within those limits—that that constitutes them Portuguese citizens; for vast districts of this country, although nominally within the Portuguese jurisdiction, are, in reality, as independent as Portugal herself: and, in truth, it cannot be said that the Portuguese dominion in Angola extends beyond a very few miles of the extensive line of coast which forms the seaboard of the province.

Here and there, no doubt, for a distance of 300 miles in the interior, there are Portuguese settlements, and Portuguese authorities appointed to command small detachments of troops; but the actual power and authority over the surrounding tribes is known to be entirely in the hands of the Native Chiefs, who traffic in slaves as freely and undisguisedly as if no European authority had ever been established on these shores.

It may, therefore, be permitted us to ask, can the natives of those districts, many of whom appear for sale in this city, from time to time, be considered Portuguese subjects? And again, my Lord, if they are to be considered in that light, what construction are we to put upon the Governor-General's dictum that the Portuguese Government may consider it of interest to the public cause to oblige them to change their residence? If they are Portuguese citizens we presume they are not criminals, and whence, therefore, their arbitrary and forcible expulsion from their country?

15. But, my Lord, it would have been as unwise as useless, we submit, for us to have followed the Governor-General into such arguments. It is hard to conceive that so palpably lame a defence of the system of transporting negroes to St. Thomas could have been seriously set up by his Excellency, and perhaps no information which we have yet been enabled to give your Lordship upon the actual state of this question throws more light upon the course and conduct of this Local Government with respect to it, than the words which we have above quoted from the Secretary-General's despatch to us of the 23rd ultimo.

16. Before concluding this despatch, we have yet to submit to your Lordship a few observations on the Governor-General's repeated refusal to recognize in us any right to address him upon matters affecting the execution of the Treaty.

It is worthy of remark, with regard to this matter, that his Excellency, whilst returning our letters in accordance with the intention he expressed on a former occasion, has, nevertheless, thought proper to answer them at some length.

He now, however, intimates to us that he does not intend in future to notice

any communications we may make to him on matters relating to the Slave Trade, being of opinion that the duties of the Commissioners are those, and those only, expressed in the Treaty.

In the despatch of the Secretary General, dated the 2nd instant (Inclosure No. 7), we can see nothing more than a determination to carry out those views, and an attempt to silence us by again dictating a course which would, we respectfully submit, materially abridge the effectual agency of the British Commissioners here, and deprive them of a power the exercise of which his Excellency probably finds distasteful.

17. The Governor-General, towards the close of this correspondence, completely misinformed as to the precedents on record, takes exception more particularly to our corresponding with him collectively; and as we conceive that without any essential detriment to the service or the duties confided to our care, we could so far yield on this point as to propose that the correspondence should in future be signed by Her Majesty's Commissioner only, we submitted this proposal to him. His Excellency, however, declined to accept it, and as we did not consider ourselves authorized to make any further advances lest we might, in any degree, compromise what we humbly conceive to be the acknowledged right of Her Majesty's Commissioners, the matter dropped. Nevertheless, should any case of importance arise, requiring that immediate and decisive steps be taken, we have no doubt but that we can so arrange matters as to secure a hearing on the part of the Governor-General; and meanwhile having, as we felt it our duty to do, protested against his Excellency's views, we can only now wait with great anxiety your Lordship's instructions on this point.

19. In endeavouring to establish our right to correspond with the Governor-General, we took occasion, as your Lordship will perceive, to refer to the practice of successive Governments here since the first establishment of this Commission in 1843, but more especially to the course followed by Colonel Amaral, whose administration of the Government of this province during a period of six years was eminently characterized by a fair and honourable fulfilment of the Treaty engagements of Portugal towards Great Britain, and who showed himself ever ready to co-operate with us in our efforts to prevent the revival of the Slave Trade. The present Governor-General, however, in denying us this right, defends himself by asserting that he would fail in his duty if he did not "abolish abusive practices;" losing sight apparently not alone of the high public reputation of the officer to whose administration we had referred, but also of the important fact that the constant practice alluded to was well known to the Government of His Most Faithful Majesty, and countenanced and sanctioned by it.

20. Such a declaration as this, my Lord, appears to us to be quite in keeping with the whole tenor of this correspondence, from which we now respectfully leave your Lordship to draw your own conclusions. It only remains, therefore, for us to add the expression of our sincere hope that the answers which we have returned to the Governor-General's despatches will meet with the concurrence of Her Majesty's Government, and that your Lordship will not consider that we have exceeded the scope or spirit of our duties on this occasion, or that there has been any failure in that respect which we are well aware is due, and which we have been ever most studiously careful, both in our conduct and language, to show to the authorities of His Most Faithful Majesty.

We have, &c.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 48.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary to the General Government of Loanda, April 7, 1862.

HIS Excellency the Governor-General of the Province has received your despatch of the 5th instant, and examined its contents.

You not being competent to address the General Government of Angola upon the matter to which that despatch relates, as his Excellency observed in a letter addressed to you on the same day (the 5th), he might abstain from taking it into consideration, or replying to it in any manner whatever. As, however, the subject of this despatch is of the greatest moment, and Her Britannic Majesty's Consul feels that he cannot receive despatches from the General Government relating to this subject, the Governor-General is of opinion that the prescribed

forms ought to be dispensed with this time, and orders that, in reply to the above-mentioned despatch, I say to you as follows :—

His Excellency is convinced that the Government of Her Britannic Majesty labours under a mistake if it thinks that, from any other part of the Portuguese coast, excepting the port of Loanda, negroes have gone to St. Thomas.

The Government of this Province prohibits all its subaltern authorities from granting passports to St. Thomas. It is certain that its orders have been obeyed; and it is not aware that, in an illicit way, any one has left this province for the said island.

Therefore, whatever representations in this respect may have been addressed to the British Government, they are without foundation, and their authors, whoever they may be, have been desirous of deceiving that Government.

With respect to the negroes embarked at Loanda for the Island of St. Thomas, they have been embarked in perfect conformity with the law; each one of them being provided with a passport signed by the Governor-General, granted after the observance of the most rigorous formalities. They are Portuguese subjects who are removing legally from this Portuguese province to another neighbouring province, also Portuguese; and the dispositions of the Treaty of July 3, 1842, in all their rigour, are observed in respect to them—not more than 10 slaves going in each vessel; indeed, this rigour is ever carried beyond that prescribed in the Treaty, because it is there stipulated that each settler cannot take more than 10 slaves in the same ship; and, at present, whatever may be the number of settlers, not more than 10 slaves are allowed to go, and the “libertos,” to which the Decree of the 14th December, 1854, alludes, are, in this point of view, put on footing with slaves, although they are free people.

Thus, also, any reports which may have been made in this respect to Her Britannic Majesty's Government are unfounded, and are intended to illude that Government.

His Excellency, therefore, has not to render you any co-operation in putting an end to a practice perfectly legal, such as that of the emigration which has taken place from Loanda to St. Thomas—an emigration which is carried on under the inspection of the Portuguese authority, the only authority which has to take cognizance of the matter.

As regards the patacho “Liberdade,” his Excellency orders it to be said to you that she is about to sail for St. Thomas, and that all the prescribed formalities will be observed; that all the passengers will have perfectly legal passports, his Excellency having already given them to fifty-two free Portuguese and ten slaves; and that, beyond the passengers who may take passports, she will only have on board her crew, as specified in the muster-roll; that is to say, this vessel will sail in perfect harmony with the law, as they all do, because the authorities discharge their duty.

With reference to the instructions which you say have been received, and which will be given to the commanders of the cruisers in order rigorously to examine and inquire on board the packets and other vessels which transport these negroes hence to St. Thomas, “if they are in that state of entire and perfect freedom which may justify their removal; and, in the event of their not being so, to detain the ships and bring them before the Mixed Commission;” and, referring also to your observation that the impediments which may thereby arise to licit commerce must be imputed to those who are employed in the forcible conveyance of these negroes to St. Thomas, and not to the proceedings of Her Britannic Majesty's officers, his Excellency orders me to reply to you as follows :—

The Treaty of the 3rd July, 1842, neither in letter nor spirit, authorizes the English cruisers to inquire on board the Portuguese ships, which they may examine, except as to whether they convey slaves, or present any indications or preparations to engage in the Traffic; and it is only when they convey slaves, or present any indications that they are about to receive slaves, that those cruisers can detain or capture them.

The ships which convey passengers from Loanda to St. Thomas do not carry slaves (except those allowed by law), nor do they present any fittings or preparations for receiving them. They cannot, therefore, be detained or captured.

The English cruisers have not the least right to ask any one of these passengers, who is in a free condition, as shown by the passport which he takes, whether he goes or not by his own will.

There is not in the Treaties and Conventions a single word which authorizes any interpretation to the contrary, and the dignity and independence of Portugal rejects them.

Those cruisers, on finding all the negro passengers with legal passports, and the negroes who are said to be sailors duly entered on the ship's muster-roll, cannot, without offending the Portuguese nation, as a free and independent nation, make any further examination or inquiry whatever, except as to the number of passengers who go in the condition of slaves.

His Excellency, therefore, at once solemnly protests against the alleged pretension of a right on the part of the English cruisers to inquire into any matter beyond that clearly specified in the preceding paragraphs. He solemnly protests against any proceeding which may take place on board Portuguese ships in virtue of such pretensions; and he likewise protests against the detention or capture of any Portuguese ship under this pretext.

And the impediments which may thereby result to licit commerce can never be imputed to those who undertake the emigration from Loanda to St. Thomas with all the prescribed formalities, and under the protection of the authorities and of the law, but to the cruisers which may abuse force, trample on right, and insult the Portuguese flag and nation, in virtue of a pretension which is neither admissible nor justifiable.

His Excellency, however, hopes that such proceedings will not take place, because he cannot believe that the officers of Her Britannic Majesty would wish that the world should witness such strange excesses and abuses practised on this coast by the English naval forces towards Portugal, because she is a small nation, and compare them with the condescensions and forbearance shown for so many years on this same coast towards France, because she is a great nation, she having exported from the Zaire tens of thousands of negroes, purchased from the natives, without England's raising the slightest difficulty; negroes, moreover, who were not, like those which go from here to St. Thomas, French subjects proceeding from one Province to another of the same nation.

In conclusion, you say it is your duty to request his Excellency's attention to the serious responsibility which he will incur if it should be proved that the negroes now being embarked for St. Thomas have been introduced there in violation of the Treaty stipulations between Portugal and Great Britain.

His Excellency views it as remarkable that the British Commissioner and Arbitrator should consider it to be their duty to remind him of his responsibility as the Delegate of the Portuguese Government in this province, because it is indeed remarkable; and consequently he only orders me to say to you that it was not necessary for you to give yourselves the trouble of reminding him of the discharge of his duties, because he knows them, as he knows also the responsibility which attaches to him if he does not fulfil them. He will reply for his acts before his own Government and country.

Finally, I am commanded to say to you that his Excellency will not, in future, receive any despatches from you collectively or individually, except upon matters relating to the Mixed Commission or Board of Superintendence, which are those appertaining to you, or upon the Slave Trade, in those cases laid down in the Portaria of the 14th February, 1854, which on the 7th of August of that year was communicated to the British Commissioner; that is, "when the urgency of the case may be such that it cannot, without inconvenience, wait a solution through the established course," a case which can never occur whilst there is here a Consul of Her Britannic Majesty.

Any despatches which you may address to the Governor-General, except on those matters and under those circumstances, will be returned.

God preserve, &c.

(Signed) JOSE BARBOZA LEAO.

Inclosure 2 in No. 48.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 11, 1862.

WE have been honoured by the receipt of the reply which your Excellency caused to be given to our despatch of the 5th instant relative to the removal of negroes from this province to St. Thomas. This reply we shall hasten to bring to the knowledge of Her Majesty's Government, and we now beg leave to subjoin a few observations on some parts thereof.

As your Excellency distinctly admits that the Treaty of the 3rd July, 1842, authorizes Her Majesty's officers to inquire, on board the Portuguese ships which they may examine, whether they convey slaves, it would appear superfluous for us to offer any comments upon this point, more particularly as the 1st Article of Annex B to the said Treaty is sufficiently clear and explicit thereon, where it says "that the Commander of any ship belonging to the Royal British or Portuguese navy, who shall be furnished with the requisite instructions, shall have a right to visit, search, and detain (except within the limits excepted in Article II of the Treaty) any British or Portuguese vessel which shall be actually engaged, or suspected to be engaged, in transporting negroes or others for the purpose of consigning them to slavery."

We feel it, therefore, quite unnecessary for us to insist upon the right which Her Majesty's officers have under the Treaty, to inquire whether the negroes whom they may find on board Portuguese vessels at sea are destined to be consigned to slavery or not, and, should it be found that they are, then to take measures for putting a stop to this abuse, and for securing to those negroes the final and complete emancipation to which they are entitled under the Treaty.

Your Excellency, in expressing a hope that Her Majesty's officers will not resort to such measures, adds that it would present to the world a strange distinction in their mode of proceeding towards Portuguese ships as compared with French ships; these latter having, your Excellency is pleased to say, carried off tens of thousands of negroes from the Congo without any opposition on the part of England—negroes, moreover, who were not, like those which go from here to St. Thomas, French subjects proceeding from one province to another of the same nation.

On what your Excellency has here advanced as to the difference which might be observable in the proceedings of British officers towards Portuguese as compared with French vessels, we cannot but beg permission to remark, that the positions in which the ships of the two nations are placed are in no degree analogous; they do not, indeed, bear a moment's comparison.

There is no Treaty between Great Britain and France in which the practice "of transporting the natives of Africa by sea for the purpose of reducing them to slavery is declared to be a highly penal crime in their respective dominions, and for the subjects of their respective Crowns," and giving mutual right of search on board "vessels actually engaged, or suspected of being engaged, in transporting negroes or others for the purpose of consigning them to slavery;" but there is such a Treaty between Great Britain and Portugal, and therefore there is no parity, so far as regards Slave Trade acts or pursuits, between Portuguese and French ships. We will, however, observe that, for a period, a Treaty for the suppression of the Slave Trade did exist between England and France, throughout which time the provisions of that Treaty were executed by the French with undeviating fidelity; nor, while it lasted, was the French flag found upon the coast connected with negro bondage under any pretence.

We cannot conceal the surprise with which we find your Excellency labouring under a yet greater mistake, in supposing that Great Britain never offered any opposition to those proceedings on the part of the French Government, to which reference is made.

She did not of course resort to those means of opposition which neither special Treaty stipulations nor the general Law of Nations would have justified, but she did employ every means allowed her by the usages of international comity, until at last she has had the satisfaction of seeing her disinterested humanity and indefatigable exertions crowned with success by the Decree of His Majesty the Emperor of the French for putting an end to the system referred to on an approaching day.

It will, no doubt, be gratifying to your Excellency to hear that we have just received information of a like happy result having attended the efforts of Great Britain to obtain from another powerful nation, America, that most desirable object for which she has been so long and so unremittingly contending—the right of search.

With regard to Portugal, as to other nations with whom Great Britain has entered into Slave Trade Conventions, she merely takes, as we are assured she will continue to take, ample measures for effecting a scrupulous fulfilment of the solemn Treaties which subsist.

Referring to the comparison which your Excellency draws between the conveyance of negroes in French ships from the Congo to the West Indies, and the transport of negroes from one Portuguese Province to another, we trust it will not be supposed that we have any wish to palliate or defend the proceedings of the French Government in procuring African labour, if we venture to point out that they had at least one most important and essential advantage over that of the removal of negroes hence to St. Thomas's, which is, that the Africans were taken to Colonies in which the condition of slavery is absolutely and entirely prohibited by law, and where no person can hold slaves; whereas those being embarked at Loanda are transported to a Colony where not only does slavery exist, but where slaves are in great demand, the market price of them in that Colony being about five times more than the combined cost of obtaining and conveying them thither from this Province.

In conclusion, it only remains for us to refer to the opinion which your Excellency has expressed as to its not being within the sphere of our duties to address you on such subjects, although holding, as we do, the positive instructions of Her Majesty's Government to that effect, which we were careful to state to your Excellency in our despatch of the 5th instant.

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Your Excellency is pleased to say that you cannot acknowledge in Her Majesty's Commissioners any right to address you upon the matters to which our above-mentioned despatch relates, notwithstanding the orders of the two Governments, and the practice hitherto invariably followed; and you decline to receive any further correspondence from them on these subjects.

Your Excellency is pleased, moreover, to express it as your opinion that Her Majesty's Consul is alone the functionary to whom you can address yourself on such matters, although your Excellency is aware that he has most reluctantly felt himself obliged to decline receiving any communication from you on Slave Trade subjects.

It is obvious, therefore, that the effect of these views must be to suspend all correspondence on such subjects between this Provincial Government and Her Majesty's authorities residing here. Whether such was your Excellency's wish in adopting the course which you have now thought proper to do, we will not pretend to say; but we beg leave to add that, as we have no choice in this matter, we must consider it our duty to act under our instructions until the pleasure of the two Governments be known upon the objections raised by your Excellency, and that we shall accordingly continue to address to your Excellency letters communicating any information which we may receive, calculated to further the benevolent ends which the two High Contracting Parties had in view by the Treaty of the 3rd July, 1842, and to assist your Excellency in following up that Treaty with the same loyalty and good faith in which it was contracted.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 3 in No. 48.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary-General to Government, Loanda, April 14, 1862.

IN conformity with what was stated to you in a despatch of the 7th instant, his Excellency the Governor-General orders that I return to you the despatch which you addressed to him on the 11th instant, which I now return inclosed.

I am also commanded to say to you that it is not without reason that his Excellency made the comparison between the contemplated proceedings on the part of English cruisers with respect to ships bound from Loanda to St. Thomas with passengers, and their proceedings up to the present time towards French ships leaving the Congo with negroes.

The Treaty which exists between Portugal and Great Britain cannot by any means embrace the pretension which is now put forward, according to your communications, that of English cruisers going on board Portuguese ships conveying passengers from Loanda to St. Thomas to inquire if those passengers go by their own will.

These ships proceed to sea having complied with all legal formalities, and after having been duly inspected by the proper authorities. They take free passengers, all with passports in due form given by the superior authority of the province; they are not, therefore, ships which take, or can be suspected of taking, negroes to St. Thomas for the purpose of reducing them to slavery, and, therefore, the English cruisers can merely go on board to see if the list of the crew and the number of the passports agrees with the population existing on board. The above-mentioned inquiry, if made, would be a reproach upon the superior authorities of Angola and St. Thomas, besides being an illegality.

The pretension referred to cannot, therefore, be founded on the Treaty of the 3rd July, 1842, and whoever offers it to Portugal, with reference to free Portuguese subjects proceeding from one Portuguese province to another, might, with much greater reason, offer to France the pretension that she could not buy human beings from the natives of Africa, and carry them off against their will from the Congo to her Colonies, and that they had the right to oppose this.

France would not admit this pretension because she is a free and independent nation, and this is what his Excellency does, protesting against the pretension which has been made to him, as he has protested and does protest, on the part of the Portuguese nation. And his Excellency does this with so much more reason, because he is certain that Great Britain undoubtedly would not admit a similar pretension which Portugal might offer to her, with much, if not entire foundation, in reply to her pretension.

Portugal might say that the negroes captured by the English cruisers in ships without any established nationality taken to the English Colonies, and there employed in labour by the planters, are coerced in all this, and go, therefore, much against their will, and that England cannot allege the shadow of a right to dispose of these negroes, unless it be the right of being the strongest.

It is not possible to disprove this, because it is manifest, and neither can it be alleged that these negroes are more fortunate in British Colonies, because Portugal has an internal example which shows her the fate which awaits the labourers imported there. It is that of the colonists engaged some years since in St. Antonio, Cape Verdes.

These negroes were treated in such a manner in Guiana that their cries of anguish crossed the Atlantic from Demerara to Lisbon, and the Portuguese Government had to send a ship there to redeem them from the martyrdom under which they were suffering; and can it be maintained that for the uncivilized negroes from the interior of Africa, who remain there without having any one from whom they can ask the slightest protection, a better fate may be reserved?

If, therefore, it were admitted that the English cruisers might go on board Portuguese ships to inquire as to the good will or otherwise of the free passengers who go from hence to St. Thomas, with their passports perfectly legal, and might detain the ships when any of those passengers thought of saying that he did not go spontaneously, what right would not the Portuguese cruisers have to detain the English ships conveying the above-mentioned negroes, who are not English subjects, and who are torn from their native country by violence, and coerced to go to a foreign country?

His Excellency, therefore, orders it to be said to you that the comparison which he made is perfectly exact. That the Treaty recently celebrated between Great Britain and France in no respect alters this question, and in so much as you say that they had no right to prevent the carrying away of negroes by the French from the Congo, and they would not allow that the Portuguese should detain English ships under the circumstances above referred to, much less can they proceed towards ships employed in legally transporting free Portuguese subjects from hence to St. Thomas, in the manner in which it is said to be intended.

His Excellency orders it also to be said to you, that in the same manner in which you state that you will continue to address yourselves to him, communicating any information which you may receive, tending to promote the ends which the Governments of Portugal and England had in view by concluding the Treaty of the 3rd July, 1842, he declares that he will continue to return to you any despatches which you may address to him, not because he wishes to suspend the correspondence upon this subject, but because it is not with you he ought to hold it.

His Excellency will receive all information, he wishes that it should be given to him, he will act upon it in all respects as his duty may require him to do; but there is a Consul of Her Britannic Majesty here, and he is the only functionary competent to communicate such information officially to him, and with that functionary you may come to an understanding for the purpose.

In conclusion, his Excellency commands me also to state to you that the responsibility of any inconvenience which may arise from such communications not having been received, will fall upon the British authorities who refuse to proceed in conformity with the general rules established between nations, and with the special arrangements which have been entered into between the Governments of Portugal and England.

God preserve, &c.

(Signed)

JOSE BARBOZA LEAO.

Inclosure 4 in No. 48.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 19, 1862.

WE have received the despatch addressed to us on the 14th instant, by your Excellency's direction, in reply to one from us dated the 11th, which you declined to receive.

Respecting the right which the Treaty of the 3rd July, 1842, confers on British and Portuguese officers, of boarding and searching ships conveying negroes, we do not deem it necessary to enter into any lengthened argument, and we therefore merely take leave to remark that we do not find in that Treaty any stipulation confining the action of those officers on board the ships in question within the very narrow limits laid down by your Excellency, viz., "that of ascertaining whether the list of crew and number of passports correspond with the population existing on board."

We are assured, moreover, that such a restricted view of the duties of the officers of the two nations will not receive the concurrence of either of their Governments.

But in support of the views expressed by your Excellency in a previous despatch of the 7th instant, and in justification of the forced conveyance of negroes from this province to St. Thomas, your Excellency has now, whilst returning our despatch of the 14th instant, thought proper, in answer to that despatch, to advance some statements which call for a brief reply.

Your Excellency says that the negroes found on board ships captured by Her Majesty's cruisers without any established nationality are taken by coercion to British Colonies, and there employed in labour by the planters; adding, that England cannot allege the shadow of a right to dispose of these negroes, unless it be the right of being the strongest, and that this is so manifest as not to admit of disproof.

In reply to this, it might be sufficient for us to remind your Excellency that in all the Treaties entered into by Great Britain with foreign Powers for the suppression of the Slave Trade it is expressly stipulated that the negroes found on board ships detained under those Treaties "shall be placed at the disposal of the Government to whom belongs the cruiser which made the capture;" but we cannot refrain from observing, also, that it is not necessary for Great Britain to rest her justification in this matter upon Laws or Treaties, or any other human Ordinances, inasmuch as, independent of them, she possesses a far higher and more sacred right to dispose of these Africans in such a manner as shall effectually redeem them from slavery; it is a right founded on the interests of religion, of justice, and of humanity.

But as we presume your Excellency will admit that the British Government is bound to dispose of these unfortunate beings in some manner or other, may we be permitted to ask what mode of doing so your Excellency would propose?

Would you deem it more advisable and more conducive to their welfare if they were re-landed on the shores of Africa, from whence they had been embarked, to become again, as they assuredly would, the victims of the inhuman slave-dealers, and be either massacred or re-shipped to Cuba and consigned to a fate more cruel even than death?

With regard to the treatment which these negroes receive in the West Indies, we regret to find that your Excellency appears to have been so much misinformed. The information collected by the French Government on the establishment and working of the system of free labour in the West Indies, and the Reports of the Commissioners appointed by that Government some years since to inquire into the results of the free labour system in the British Colonies, show plainly and indisputably what have been the effects of British emancipation; and should your Excellency desire to be correctly informed on this matter, the Reports to which we refer, as well as the extensive and minute information on this subject collected and printed under the authority of the British Parliament, shall be placed at your disposal, and will, we have no doubt, lead your Excellency to very different conclusions from those at which you appear to have arrived from the alleged and isolated case of a few disappointed negroes who emigrated from St. Antonio, in the Cape Verdes, to one of the British West India Colonies.

Her Majesty's Government, well assured that it is by truth only that the interests of humanity can be promoted, have since tendered to the Government of Her Catholic Majesty permission to send Commissioners to the British Colonies in the West Indies to inquire into these matters, should it desire to follow the example of the French Government.

In adverting a second time to the measures adopted by the British Government for the disposal of the negroes found on board captured slavers, your Excellency says, that "they are torn from their native country by violence, and coerced to go to a foreign country." This is, no doubt, strictly true if applied to the Portuguese slave-dealers on this coast, who, in violation of the Treaty engagements contracted towards Great Britain by the Crown of Portugal, and in open defiance of the laws of Portugal, continue in the most scandalous manner to traffic in human flesh.

Her Majesty's officers simply rescue the Africans from the hands of these miscreants, and send them to Colonies where the act of British emancipation having been absolute and unqualified, there does not exist a single law which makes any distinction between the white man and the black.

If, therefore, in using the words already quoted from your Excellency's despatch, it should have been your intention to charge the British Government with having caused these negroes to be torn from their native country

by violence, we cannot refrain from saying that it is much to be lamented that your Excellency should have permitted yourself, however strong may be your prepossession against the untiring and generous efforts of the British nation for the extinction of slavery and the Slave Trade, to hazard such an imputation upon Her Majesty's Government—an imputation involving a violation of national honour and faith, and a participation in acts which, by whatever nation they are done or permitted to be done, are regarded in England, and in the civilized world at large, with increasing abhorrence.

In conclusion, we beg leave to observe that the doctrine that the British Commissioners at this place are not authorized to treat with the Local Government on matters relating to the due fulfilment of the Treaty, although once before asserted and frankly met by the Portaria of the Minister of Marine and Colonies, dated 14th February, 1854, has, independent of that Portaria, been actually set at nought by the invariable practice of successive Governments, since the first establishment of the Mixed Court in 1843, and more particularly by the Government of your Excellency's predecessor, Councillor José Rodrigues Coelho do Amaral, who, with that straightforwardness of thinking and conduct which peculiarly characterized him, especially in his laudable desire to promote the honour and dignity of his nation by a faithful observance of Treaties, was on several occasions himself personally the first to enter upon such matters with the Queen's Commissioners.

Upon the course, however, which your Excellency has adopted in regard to our correspondence, we feel it unnecessary to offer any further comments, but we consider that we should fail in our duty if we were not to protest against it strongly, or if we were so far to acquiesce in it as to abstain from the due discharge of those duties the interruption of which, in this manner, we feel directed not against ourselves, but against the Government whose commission we have the honour to hold.

Finally, it only remains for us to observe, with reference to the last paragraph of the despatch of the 14th instant, that upon whoever your Excellency may think proper to place the responsibility of any inconvenience which may arise from the course adopted by you, this appears to us to be a point the final decision of which belongs to higher authorities.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 5 in No. 48.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary-General to the Government at Loanda, April 23, 1862.

IN conformity with the communication made to you in the despatches of the 7th and 14th instant, his Excellency the Governor-General commands me to return the letter which you addressed to him on the 19th, and with reference to some passages of that letter he orders me to make the following observations:—

That which his Excellency ordered to be said to you in my despatch of the 14th instant, respecting the rights of English officers in visiting Portuguese ships, perfectly accords with what was stated in my despatch of the 7th, and with the provisions of the Treaty.

The ships leaving this port perfectly legalized by the Portuguese authorities, it is for the cruisers only, so far as regards the passengers, to see that the list of the crew and the passports agree with the number of persons existing on board. They have nothing to inquire as to the circumstances of the persons legally allowed to leave this port, unless it be whether there go a greater number of slaves than that stipulated in the Treaty of the 3rd July, 1842. Such is the opinion of his Excellency, who will answer for the passports which he may give for the departure of these Portuguese subjects, and he is certain that it will also be the opinion of his Government.

You say that in all the Treaties which Great Britain has celebrated for the suppression of the Traffic in Slaves, it is stipulated that the negroes found on board captured vessels shall be placed at the disposal of the Government to whom belongs the capturing ship.

His Excellency orders me to say to you—

1st. That this is perfectly true, but with the essential difference that those Treaties relate only to the ships of the two contracting nations.

2nd. That the Treaties celebrated with a certain number of nations do not authorize the disposal of negroes found on board ships of unknown nationality, which were those referred to in my despatch of the 14th instant; and—

3rd. That the contrary could only be admitted if there were Treaties with all the nations of the globe, because the ship which might appear without any distinctive nationality would belong to some of them.

His Excellency does not question the right founded on religion, on humanity, and on justice which you allege in your despatch, seeing that England takes the slaves to redeem them from slavery, nor upon the means which might be preferable to those now employed by her, nor from what I was ordered to say in my above-mentioned despatch can it be deduced that he raised such a discussion.

The Governor wished to show that if England would not permit Portuguese cruisers to detain her ships conveying the negroes referred to, which negroes she has no positive right to dispose of in that manner, and which are taken away against their will, much less could Portugal accept from her the pretension now put forward by you,—that of the English cruisers going on board Portuguese ships to inquire if any of the emigrants who go to St. Thomas do not go spontaneously, and if so, to detain the ships, inasmuch as this latter case relates to a thing which might be, and the former to a thing which is known to be. The former refers to people of whom there is no positive right to dispose against their will, the latter yes, because they are Portuguese citizens whom the Portuguese Government may consider it of interest to the public cause to oblige to change their residence.

The conclusion, therefore, which his Excellency wished to draw is quite manifest, and his proposition perfectly true.

His Excellency the Governor-General directed me to say to you, in my despatch of the 14th, for the purpose of proving the said proposition, "that the negroes taken by the English cruisers from the slave-dealers in ships without any determined nationality, removed to the British Colonies, and there employed in labour by the planters, are coerced in all this, and go, therefore, much against their will." And he directed me to add further on, "that these negroes are positively known to have been torn from their native country by violence, and to be coerced to go to a foreign country."

His Excellency, therefore, in stating that the English cruisers take the negroes at sea from the slave-dealers, did not say that those cruisers tore them from their native country by violence, because torn from their native

country they had already found them; and in asserting that these negroes are coerced to go in English ships to British Colonies, he asserted a truism, which no one can seriously contest, and he cannot believe that in so saying he offended, even lightly, Great Britain or her Government.

It is, therefore, without any foundation that you use the last cited words of my despatch of the 14th as a pretext for the assertions contained in your letter, with reference to the sentiments of your Government and your nation, as well as other civilized nations; of which sentiments his Excellency is assured, and which he also professes: and for saying that those words are "strictly true if applied to the Portuguese slave-dealers on this coast, who in violation of the obligations contracted by the Crown of Portugal towards Great Britain, and in open defiance of the laws of Portugal continue in the most scandalous manner to traffic in human flesh, and that the English officers only rescue them from the hands of these miscreants," upon which his Excellency orders me to say to you as follows:—

In this province it may be said that there are slave-dealers, because the existence of slaves is legal, and there are those who purchase and who sell slaves; but where there are Portuguese authorities the trade in slaves is not carried on in transgression of the Treaty with Great Britain, nor in contravention of the laws of the country.

Beyond the dominion of the Portuguese authority, if there are any Portuguese slave-dealers, certainly they do not tear the negroes from their native country by violence, because they have not the force requisite for this.

But even if it were not absolutely so, there would be nothing to be astonished at. In every part there are evil passions, and all their pernicious effects; happy would be the nation whose citizens would not be bold enough to transgress the laws, either in or out of their country; and if Portugal and England had this good fortune, the Mixed Commissions would not have been instituted to adjudge Portuguese and British slave-ships captured.

Therefore, that which you say in the passage above transcribed can merely be considered as an injurious and gratuitous accusation used in seeking a pretext to fall upon the Portuguese; and which, therefore, is repelled by his Excellency.

Respecting the form of correspondence, upon which you dwell forcibly on the argument of established practice, his Excellency desires me to say to you that he finds in the archives of the Secretary-General's office examples of the individual correspondence of each one of the British Commissioners who have served in the Mixed Commission; but that he would fail in his duty if he did not abolish this abusive practice. He, however, only finds one instance, which occurred in 1854, in which the British Commissioner and Arbitrator constituted themselves the Consular or Diplomatic Delegates of their Government, and as such addressed despatches collectively to the General Government; despatches which do not appear from the registers of this Government to have received any reply.

This form, therefore, may be everything except the practice followed by a long time, as you affirm. That which it is, so to speak, is a true innovation, commenced by you in your despatch of the 24th March last, and which his Excellency cannot accept, notwithstanding your protests.

His Excellency orders me also to say to you that, however highly he may appreciate the endowments and services of his predecessor, the Councillor José Rodrigues Coelho do Amaral—very appreciable, really—he does not admit that he had more at heart than the Governor-General the honour and dignity of his nation, and the faithful observance of Treaties celebrated by it. Nor can he accept as the rule of his conduct the proceedings of Senhor Amaral, where they may not be in accordance with those established principles and rules which guide his Excellency.

In conclusion, I am commanded to say to you that, inasmuch as you (although you cannot be recognized in any official character to address the Governor-General of this Province upon Slave Trade matters) have allowed yourselves to give to this discussion the character of a diatribe, to which his Excellency, by his position and character, cannot descend, in future, your despatches upon this subject will be returned without the most simple observation, whatever may be the points upon which they touch.

The British Commissioner and Arbitrator in the Mixed Commission have no other functions than those appertaining also to the Portuguese Commissioner and Arbitrator, and can never even act together but in the special cases laid down in the law. They are not recognized nor accredited here to exercise any other functions collectively, and even then it must be in session of the Mixed Commission, jointly with the Portuguese members. For all other purposes his Excellency can only recognize, and will not recognize any but, the accredited Agent of Her Britannic Majesty, which is her Consul serving here.

If, by not wishing to subject themselves to these forms, which are the legal ones, the Agents of Great Britain should give cause for the interruption of those relations with the General Government which appertain to each one of them, upon his Excellency cannot be placed the responsibility of any inconvenience which may result therefrom.

God preserve, &c.

(Signed)

JOSE BARBOZA LEAO.

Inclosure 6 in No. 48.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 30, 1862.

IN acknowledging the receipt of the despatch delivered to us yesterday, under date the 23rd instant, we have the honour to apprise your Excellency that we will lose no time in transmitting a copy thereof to Her Majesty's Government, together with the entire correspondence which has been exchanged between us, arising out of the communication which, in conformity with the precise instructions of Her Majesty's Secretary of State for Foreign Affairs, we had the honour to address to your Excellency on the 5th instant.

Adverting to the right which the several Treaties with foreign Powers confer on Great Britain, of disposing of negroes found on board captured vessels, your Excellency observes that those Treaties relate only to the ships of the two contracting nations, and that the Treaties celebrated with a certain number of nations cannot authorize the disposal of negroes found on board ships of uncertain nationality.

Portugal having, by the Treaty of the 3rd July, 1842, conceded to Great Britain the right of disposing of the negroes found on board vessels navigating under the Portuguese flag, as freely and distinctly admitted by your Excellency, we cannot refrain from saying that we were induced to hope that your Excellency, as the Representative of Portugal in this province, would, with even greater reason, have as frankly recognized her right to dispose of negroes found on board vessels navigating piratically, which are those vessels referred to in your Excellency's despatch of the 14th instant; that is, vessels without colours and without papers, and therefore not entitled to claim the protection of the flag of any nation or State—vessels navigating against the laws of Portugal and of every other maritime Power.

But as your Excellency in your above-mentioned despatch stated that England "has not the shadow of a right to dispose of the negroes found on board these vessels," and added, moreover, that this is so manifest as to be incontrovertible, we perceive but little utility in prolonging this correspondence by offering any further comments on this point.

With reference to that passage in your Excellency's despatch in which you are pleased to observe that we have now given to this discussion the character of a diatribe, we can only, in reply, beg permission to remind your Excellency that in no one instance have we advanced beyond answering, as briefly and cursorily as possible, the several comparisons and inferences drawn by your Excellency, which we humbly conceived to be faulty. We could not but have regarded ourselves as guilty of a dereliction of duty had we allowed those comparisons and inferences to pass unnoticed. And we beg leave to assure you that we have been most scrupulously and sincerely desirous to abstain from trespassing on your Excellency with any observations on the points at issue, not called for by the tenor of the despatches which we received.

We will take the liberty of submitting to your Excellency only one other observation. It is with reference to the precedents which are stated to be on record, of the British Commissioner and Arbitrator corresponding collectively with this General Government.

Your Excellency states that only one instance appears in which this form of correspondence had been followed anterior to our communication of the 24th ultimo, and even in that instance the records of this General Government do not show that any reply was given.

We beg leave to assure your Excellency that you are labouring under an erroneous impression on these points, inasmuch as the archives of this Commission show that, on more than one occasion the British Commissioner and Arbitrator have jointly addressed the Governor-General of this province, whilst a British Consul was actually resident here; and that in the particular instance referred to by your Excellency in 1854, a prompt reply was given by the functionary then administering the government of the province, the original of which reply is not only deposited in the archives of this Commission, but a copy thereof contained in the papers relating to the Slave Trade, published and presented to the British Parliament by command of Her Majesty in the session of 1855.

If this mode of joint correspondence does not appear more frequently on record, this circumstance is attributable no doubt, to the fact that there has rarely been a Commissioner and Arbitrator on the part of Her Majesty here present at the same time; certainly, until very recently, such had not been the case for the last six years.

But, nevertheless, as your Excellency takes strong exception to our acting collectively in these matters, we beg to say that, with every desire to meet your views, we will take upon ourselves the responsibility of so far deviating from the established practice, and from the rule prescribed by our Government, that, pending its decision on this point, Her Majesty's Commissioner shall in future individually address your Excellency on matters connected with the Slave Trade, should such a course meet with your Excellency's acquiescence.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 7 in No. 48.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary-General of the Government, Loanda, May 2, 1862.

IN conformity with what was stated to you in the despatches of the 7th, 14th, and 23rd of April last, I am commanded by his Excellency the Governor-General to return to you the official letter which you addressed to him under date the 30th of that month.

I am likewise commanded to say to you that the despatches which you say will in future be addressed to the Governor-General by the British Commissioner will also be returned, inasmuch as his Excellency has already more than once categorically declared to you that he will not accept any correspondence from you, individually or collectively, upon matters relating to the Traffic in Slaves, there being present a Consul of Her Britannic Majesty, the only Agent of the British Government accredited for this purpose, except in the cases prescribed in the Portaria of the 14th February, 1854.

God preserve, &c.

(Signed) JOSE BARBOZA LEAO.

No. 49.

Consul Sir H. Huntley to Earl Russell.—(Received July 10.)

My Lord,

Loanda, April 30, 1862.

IN my despatch of the 7th instant, I had the honour of informing your Lordship that in consequence of the Governor-General of this Province having persisted in answering to me, as Her Majesty's Consul, a letter addressed by Her Majesty's Commissioner and Arbitrator jointly to him, I had felt it to be my duty to decline to receive the reply, and therefore had returned it to the Secretary of the Government, by whom it had been written under the orders of his Excellency.

2. Your Lordship being already informed upon my earlier proceedings with regard to this matter, I will first observe that, in addition to the circumstances of a very similar case, as quoted in my despatch of the 7th instant, it appears to me that the present instance is much aggravated by the fact of the letter addressed to me, as stated, being an answer to one written by two other authorities, whose joint letters had heretofore been received by the Governor-General of the time—certainly, since the reception here of the Portaria of the 14th of February, 1854.

3. I have now the honour of presenting to your Lordship copies of the correspondence which has ensued, together with other papers, in the whole consisting of eleven inclosures.

4. Your Lordship will see that the arguments used by the Governor-General in support of withdrawing himself from corresponding with Her Majesty's Commissioner, under exceptions, are based upon two grounds, namely, international practice with regard to correspondence, which points out the chief Diplomatic authority present as the means of communication; and secondly, the Treaty of the 3rd of July, 1842, as restricting Her Majesty's Commissioner to operate, with other members of the Commission, in cases actually before the Court, and also in his capacity of member of the Board of Superintendence.

5. The Governor-General, therefore, denies Her Majesty's Commissioner any right whatever to address the General Government of the Province upon any public question separate from those which are in progress in those branches of the service.

6. A question, however, has arisen upon the meaning of the Portaria of the 14th of February, 1854, in virtue of which it is admitted that the privilege of addressing the General Government is granted to the Commander of the British naval forces on this coast, and also to Her Majesty's Commissioner, "when the urgency of the case be such that the service would sustain injury by proceeding according to the established rules."

7. The Governor-General defines the "urgency" to consist in the absence of all British authority at Loanda invested with any class of diplomatic character; and he says that "urgency" cannot occur, consequently, so long as there is a British Consul here; and therefore, as "urgency" cannot exist, so neither can the British Naval Commander, nor the British Commissioner, address the General Government, excepting as mentioned with regard to the latter authority, from the Court of the Commission or from the Board of Superintendence.

8. The foregoing, my Lord, is the case of the Governor-General; and your Lordship will see that "urgency" is made, by it, to depend upon the absence of a certain class of officer, and not, as I shall proceed to show for a time it has, upon the nature of the event which shall have made an address to the General Government a matter of importance.

9. When by the Treaty of the 3rd of July, 1842, the Mixed Commission was instituted here, it was, of course, guided in its correspondence by the common rules then in existence, and the respective Commissioners addressed their own Governments; a method of conveying intelligence then even more dilatory than at the present time, and frequently causing much prejudice to the public service.

10. In order, therefore, to remove this obstruction to beneficial results, an application was made by the British Government to that of Portugal; this application was met by the publication of the Portaria of the 14th February, 1854, the purport of which has been already stated in paragraph 6 of this despatch.

11. Conceiving the subject of this correspondence to involve a case of great importance, the final decision upon which will determine an immense portion of the useful powers of the British Commissioner, in their relation to the suppression of the Slave Trade, I proceed to exhibit, I think, strong reasons for concluding that the privilege of addressing the General Government of this province on affairs connected with the Slave Trade, was granted to the British Commissioner in a manner wholly independent of the presence of any other British authority at Loanda, and for the purpose of overruling international practice with reference to correspondence, because it was found to trammel the operations of the Commission injuriously, in its endeavours to execute, with alacrity and precision, the views of England and Portugal with regard to the suppression of the Slave Trade.

12. Examining the archives of this Commission, I find a despatch, a copy of which I inclose, dated December 16, 1850, and addressed to Lord Palmerston, then Her Majesty's Secretary of State for Foreign Affairs, by the late Sir George Jackson, in which is detailed the conversation that passed between him and the then Governor-General, Senhor Adriaão Acacia da Silveira Pinto, after having discussed the case of the "*Veiga*," a vessel engaged in the Slave Trade.

13. On perusing this despatch, your Lordship will, I think, be forcibly struck with the manifest courtesy and frank desire to meet the views of Sir George Jackson on the part of the said Governor-General; who, so far from objecting to direct communication with the British Commissioner, hears him with readiness and attention, replying to him in a tone indicative of a cheerful co-operation, and

regretting that under existing forms these interviews can only be granted in "courtesy and condescendence;" in the same manner, Senhor Pinto accepted a despatch addressed to him by the naval officer commanding the British squadron on this coast. Senhor Pinto expressed to Sir George Jackson at this meeting, that "he thought it very desirable, considering the intimate relations which existed between Great Britain and Portugal, that such courtesy should be practical, especially in such a case as that of the '*Veiga*,' " a case, as your Lordship will see in the despatch inclosed, which involved "urgency."

14. Here then, my Lord, is the Governor-General, Senhor Pinto, directly opposing his practice and opinion, on precisely the same subject and precisely under similar circumstances, to that of the Governor-General now presiding over this province. The similarity of the past and present case is, my Lord, palpable: Sir George Jackson, then British Commissioner, spoke of the slaver "*Veiga*," Mr. Gabriel, now British Commissioner, wrote of the slaver "*Sophia*"—the cases are equally flagrant. At the first period, Mr. Brand was Vice-Consul, and present at Loanda, and now I am here as Consul. But the conduct and feeling of the respective Governors is utterly at variance.

15. Subsequently to this interview, and doubtlessly connected with it, the British Government solicited from that of Portugal permission for the British Commissioner to address the General Government at Loanda, and after some time the Portaria, already often mentioned, was issued.

16. This Portaria, dated 14th February, 1854, must have reached this province about the same time that Colonel Amaral assumed the administration of its Government, as that distinguished officer relinquished his office in 1860, having held it six years. Now, my Lord, in what sense was that Portaria received and understood by Colonel Amaral? Clearly it was admitted by him to convey to the British Commissioner the privilege to address the General Government of the Province directly, because his letters and other communications there addressed, have been from that time to the present period by that Government received and replied to; and this view of the meaning of the Portaria was taken and adopted, although a British Consul or Vice-Consul, the medium of international communications as a general rule, was residing at Loanda at the time and afterwards.

17. The privilege granted was to be used in cases of "urgency." By this word "urgency," the absence of Consular authority never could have been meant; or if it was, the Portaria meant something of which it spoke not one syllable. The British Government undoubtedly applied for this privilege with a view of concentrating in its Commissioner the chief superintendence over and exposition of its intentions with reference to the Slave Trade, and to enable him readily to apply to an amenable source for assistance to prevent the success of some suddenly devised criminality, which, under the previous process of waiting the reply of the Home Government, would infallibly have completed its object. If, my Lord, it is asked, could not the Consul do all this? I think the simple answer is, that that officer has other duties of importance to overlook, independently of the anomaly of making two separate Departments embrace one subject. The entire attention of the British Commissioner can be given to the one object, and unquestionably Angola promises to demand his watchfulness.

18. Your Lordship will observe that the Governor-General, when reminded of the fact that for a long period, and in virtue of the Portaria of the 14th February, 1854, the letters addressed to the General Government by the British Commissioner have uniformly been received, declares that course to be an "abusive practice." Colonel Amaral was not an officer liable to fall into an "abusive practice;" and the Governor-General, Senhor Pinto, regretted that he could only concede that "abusive practice" by "courtesy and condescendence," for in his time the Portaria was not in existence. But the inexplicable part is, as it appears to me, my Lord, how it happens that during six or seven years the Government of Portugal tolerated the existence of an "abusive practice," which every mail must have proved to have been in the fullest vigour. It is hardly worth noticing, but somewhat in unison with the ease displayed by the Governor-General in describing the practice of his predecessors, is the manner in which he remarks, with similar facility, upon the despatches which the subject of correspondence has caused, and which are now laid before your Lordship—to gain an apparent advantage, paragraphs have their sentences dislocated, and treated as if they had no connection.

19. I will, my Lord, in conclusion, observe, that in proportion as the well-known latent feeling of this province in favour of the Slave Trade has begun to

unfold itself under the plausible colouring of free emigration, so, concurrently with its advance, unexpected and vigorous efforts have been made to retract the useful privilege so long enjoyed by the British Commissioner, of corresponding with the General Government; as if the object was to reduce his action to the most harmless limit, and render his vigilance of little avail. No officer upheld the rights and dignity of his nation with more energy and judgment than did the late Governor-General, Colonel Amaral; under his administration of the affairs of this province, the Slave Trade, neither real nor under the specious dress of voluntary emigration, could show itself within the boundary of his rule. Colonel Amaral did not feel it a degradation to admit the now contested privilege of correspondence: the contrast is manifest; and perhaps I may be allowed to ask, are the inferences of a pleasing or commendable aspect?

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 49.

The Secretary-General to the Government of Angola to Consul Sir H. Huntley.

(Translation.)

Sir,

Loanda, April 6, 1862.

YOUR despatch of the 4th instant has been received and submitted to his Excellency the Governor-General, and his Excellency desires me to reply as follows:—

2. It is true, as you observe in your first proposition of your letter, that the Portaria of the 14th of February, 1854, gives the British Commissioner in the Mixed Commission, as well as the Commander of the English squadron, the right to correspond with the Governor-General of this province in matters of Slave Trade ("Escravidão"); but this only when the "urgency be such that the service would be prejudiced by proceeding according to the established rules," which you will see in the copy of the Portaria that was given to you.

3. Now such a case will never occur so long as there may be here a Consul, or other Agent of Her Britannic Majesty, accredited to this General Government; and, therefore, the British Commissioner and Arbitrator were not competent to address the Governor-General, as they did, by their letter of the 24th of March last, because the said Portaria does not give that power to the British Arbitrator in the Mixed Commission, nor could his Excellency the Governor-General; if he wished to answer, do so but by addressing you as British Consul.

4. If you reflect a little more upon the subject of the second proposition contained in your letter, you will find that everywhere, in the absence of Diplomatic Agents, the Consuls exercise more or less the functions of those Agents; and, therefore, it is with you that the Governor-General of the province has to treat upon matters of Slave Trade, excepting under the circumstances mentioned in the Portaria of the 14th of February.

5. In regard to the third proposition, it is apparent that you have been led into error by the person who translated the said Portaria; there, nothing is said of correspondence from the Governor-General to the Commander of the Naval forces and British Commissioner, but of their correspondence with the General Government; therefore the argument of "urgency" indicated by the Portaria is unduly applied to the letter addressed to you: that argument is, on the contrary, only applicable to that letter which the British Commissioners addressed to his Excellency.

6. Finally, with reference to the fourth proposition, his Excellency desires me to say that according to the communication addressed to the Vice-Consul here, Mr. Brand, on the 19th of May, 1854, Earl Clarendon referring to the past says that he concurred in the opinion of Sir George Jackson, that Mr. Brand should have declined to receive Governor Graça's despatch, and should have caused it to have been forwarded to ("a caminhar") the British Commissioner; but that in regard to the future, Mr. Brand was desired to send the letters or despatches which he might receive upon matters of Slave Trade, to the British Commissioner, who was then Sir George Jackson.

7. Therefore his Excellency wishes me to tell you that he cannot avoid remarking, that upon receiving the Governor-General's despatch you should have decided to act in accordance with the opinion as to the past, and not with the order given with regard to the future; and that you should have preferred to return the letter, rather than to receive and remit it to the British Commissioner in the Mixed Commission.

8. His Excellency remains certain of the feelings you express in the end of your letter, as they apply respectively to himself and the high office which he holds; he appreciates and reciprocates them.

9. In conclusion, his Excellency desires me to say, that as you have felt it right to decline letters which the Governor-General may address to you upon the Slave Trade, he likewise determines not to receive those which the British Commissioner and Arbitrator in the Mixed Commission may address to him, excepting under the circumstances expressed in the Portaria of the 14th of February, 1854. He has already made it known to the Commissioner and Arbitrator, and now communicates it to you.

God preserve, &c.

(Signed) JOSE BARBOZA LEAO.

Inclosure 2 in No. 49.

Consul Sir H. Huntley to the Secretary-General to the Government of Angola.

Sir,

Loanda, April 10, 1862.

I HAVE the honour to acknowledge the receipt of your letter of the 8th instant, which, with a translation of it, was returned yesterday afternoon to me.

2. It was not at all my desire to have enlarged this correspondence, nor should I have prolonged it now, had not some observations, conveyed by order of his Excellency the Governor-General, in your letter, rendered a brief notice of them necessary; and I feel that the frank objections taken by his Excellency to three out of

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the four propositions displayed in my letter of the 4th instant will ensure a liberal reception to my present remarks.

3. It appears that my first proposition is admitted by his Excellency; and I accept the reading of the Portaria of the 14th of February, 1854, as stated in your letter of the 6th instant, that it is only when by the "urgency" of the case the service would suffer by following the established rules, that the British Naval Commander and the British Commissioner have a right to address the Governor-General on matters connected with the Slave Trade. But his Excellency proceeds to say, that "such a case will never occur so long as there may be here a Consul, or other Agent accredited to the General Government, and therefore the British Commissioner and Arbitrator were not the competent persons to address the Governor-General as they did by their letter of the 24th of March last," &c. I believe the translation of your letter of the 6th, as I have it, is correct; and if so the presence of the Consul would be made to regulate the nature of events. The ability to apply to a Consul, it is needless to say, could not affect the "urgency" of the event which dictated the application. The word "urgency" in the Portaria applies to the event; one might take place necessarily at any time, and would be as pressing in his presence as in his absence. I merely notice this, because your letter founds an argument upon the "urgency," as connected with the presence of the Consul, to deny then the competency of the British Commissioner and Arbitrator to address the Governor-General, even in cases of "urgency," on Slave Trade matters.

4. I would, however, ask leave to call your attention to this fact, namely, that throughout the letters addressed by his Excellency's orders, either to the British Commissioner or myself, the "urgency" of the present case has been prominently and most justly asserted. The Portaria gives the British Commissioner, in cases of "urgency," the right to address the Governor-General on Slave Trade matters. "Urgency" is declared to exist in this case by the letters written by orders from his Excellency; "urgency" is the exact element that legalizes the address of the British Commissioner. Is not, then, the present action of his Excellency at variance with his constant admission of the existence of "urgency?" With regard to the fact of Her Majesty's Arbitrator having signed the letter of the 24th of March last, in conjunction with Her Majesty's Commissioner, I have only to observe that that was done in unison with the practice which has prevailed in the British portion of this Commission since its institution twenty years ago, under many different Governors-General, and no notice having been given of any intention to object to its continuance, up to the 7th instant there was no reason to suppose that exception would be taken to it.

5. Upon my second proposition his Excellency observes that, in the absence of Diplomatic Agents, the Consuls exercise, more or less, their functions; and his Excellency says, therefore, it is with the Consul here that his Excellency has to treat, "excepting under circumstances mentioned in the Portaria of the 14th February, 1854," a most important and conclusive admission.

6. I think I am entitled to complain a little that this proposition has not been wholly considered. It appears to me that my concluding words, "in the presence of the Commissioner," have been overlooked. Undoubtedly the Consuls of England are always the medium of communication between the Government authorities of the nation in which the Consulate is placed and the British Government, where there is no superior Diplomatic Agent, nor Court of Mixed Commission established there; and it is because there is no Court of Mixed Commission established there, that the Consul becomes the channel of Slave Trade, as of other official communications arising in his Consulate. Consuls, indeed, are enjoined to watch over and report upon all matters having a Slave Trade tendency, when there is no Mixed Commission Court in their districts; but where such Court exists the Consul is completely a secondary instrument in affairs of the Slave Trade.

7. With reference to my third proposition, no argument was intended: it contains a simple expression of a belief that, had the answer to the joint letter of the Commissioners being addressed to them instead of to the Consul (as from the "urgency" of the case I think it should have been, it being one purely connected with Slave Trade communications), the case itself would have received no injury.

8. Regarding the observations of his Excellency upon the fourth proposition of my letter of the 4th instant, it is remarked that I have decided to act upon the past rather than to adopt the order for future proceeding in similar cases; and that I returned the letter of the 27th of March last, in preference to receiving and remitting it to the British Commissioner. In the terminating paragraph of my letter of the 4th instant, I distinctly state that to "complete my obedience to the orders contained in the Earl of Clarendon's despatch," I had only to decline and return the letter of the 27th of March to your hands. I supposed when I wrote the word "complete," in the instance cited above, that it would instantly have been inferred that every direction contained in Lord Clarendon's despatch had been executed, otherwise something more than declining the letter would have remained to be done. However, the clear meaning of that passage having escaped his Excellency's notice, probably by its going through translation, I avail myself of this occasion to say, that on the 1st instant I received your letter of the 27th March; about noon on the 2nd instant it was communicated to the British Commissioner, who read and returned it to me. The British Commissioner was at liberty to take such steps as he thought most suitable. In the English acceptance, "communication" does not imply necessity of acceptance—the receiver is free to act as he pleases with the communication; and the letter being returned to me, I found myself at liberty to act as in my belief would meet the approval of Her Majesty's Secretary of State for Foreign Affairs.

9. Repeating the assurance of the sincere respect which I entertain for his Excellency the Governor-General, I have, &c.

(Signed) H. V. HUNTLEY.

Inclosure 3 in No. 49.

The Secretary-General to the Government of Angola to Consul Sir H. Huntley.

(Translation.)

Sir,

Loanda, April 14, 1862.

THE despatch which you addressed to me under date of the 10th instant was presented to the Governor-General, and his Excellency, having duly considered it, orders me to reply as follows:—

2. His Excellency thinks it unnecessary and useless to say more upon the interpretation of the words of the Portaria of the 14th of February, 1854, because he has already said sufficient, and its terms are clear. You are free to understand it as may appear best to you.

3. With regard to the manner in which Her Britannic Majesty's Government may consider its functionaries in this province, and the relative position which they may occupy one with the other according to the orders of that Government, it is a matter exclusively belonging to it, with which his Excellency neither can nor ought to wish to interfere.

4. You say that the "Consuls of England are always the means of communication between the authorities of the nation in which the Consulate is situated and the British Government, where there is no superior Diplomatic Agent," and thus you concur in the opinion of his Excellency, conveyed to you in my despatch of the 6th instant; and, according to this principle, his Excellency has every reason to say that it is with you that this General Government has to treat upon Slave Trade affairs, excepting only those which relate to the Tribunal of Mixed Commission and the Board of Superintendence.

5. But you add, that when there is a Mixed Commission within the district of a Consulate, the Consul is completely a secondary instrument in affairs of the Slave Trade. Now this is a proposition which his Excellency cannot accept, because it has not the slightest foundation.

6. What the Mixed Commissions are, and the mission which they have to execute, is clearly determined in the Treaty of the 3rd of July, 1842, and in Annex B; and the functions of the British Commissioner and Arbitrator in those Commissions are pointed out in the said Treaty and Annex, also in Annex C.

7. The Mixed Commissions decide upon the legality of the detention of ships made by the cruisers in conformity with the Treaty, and they adjudge all questions which may arise out of the capture and detention of such ships (Article III, Annex B).

8. The Commissioner and Arbitrator are Judges of these Tribunals, and adjudge all causes which may be submitted to them. They are members of the Board of Superintendence, whose mission it is to watch over the negroes emancipated in virtue of the said Treaty, in order that they may receive permanent good treatment, full and complete liberty (Articles I and III, Annex C), and nothing more.

9. There is not in any of the Articles of the Treaty nor its Annexes one single word from which it can be sustained that the said functionaries have any other functions but those which have been just mentioned, and much less that they should be superior to the Consular Agents, and ought to discharge a connection with the General Governments, the functions of Diplomatic Agents in matters of the Slave Trade.

10. Now the Treaty is the organic Law which regulates the Mixed Commissions and Boards of Superintendence, and the rule which ought to guide its members and the superior authorities of the country where they are established. No part of this Law has been revoked.

11. At the solicitation of the British Government the Portuguese Government conceded the privilege contained in the Portaria of the 14th of February, 1854, within the expressed limits there established; that is, "when it may not be possible, without inconvenience, to wait a solution through the established means," and these means are, the Diplomatic Agents, in their absence, the Consulates, and in the absence of both, the English Legation near the Government of Portugal.

12. In view, therefore, of this, your proposition to which I have referred is, as stated, without the slightest foundation. It is alone in the absence of a Diplomatic Agent or Consul, and when there may be any inconvenience in waiting a solution by reference to the Portuguese Government, that the British Commissioner and Arbitrator can use the privilege conceded to them by the Portaria of the 14th of February, 1854.

13. His Excellency, therefore, would fail to execute the law, and the orders of his Government, and would depart from the established forms, if he should treat, upon Slave Trade or other matters, with any but the British Agent who is accredited to this General Government.

14. He therefore commands me to say to you, *de novo*, for your information, that all despatches upon the said subject which the British Commissioner and Arbitrator, as well as the Commander of the squadron, may address to him, will be returned, except in legal cases, and that the responsibility of any inconvenience which may arise from this will rest with Her Britannic Majesty's Agents who may refuse to proceed according to the general rules established for international relations, and in accordance with the special arrangements entered into between Portugal and Great Britain.

15. His Excellency is ready to do everything that may be in his power, either by himself or in co-operation with Her Britannic Majesty's Agents, for the suppression of the Slave Trade, because he has true zeal in this as in everything else regarding the duties of his office. Whenever, therefore, they may deem it expedient to bring anything to his knowledge, or to solicit his co-operation, they have nothing to do but to address him through the proper channel, that his Excellency may take all into consideration, which he cannot do when they proceed in a different manner.

16. The Governor-General thinks it unnecessary to say more to you in reply to your despatch, except that what has been stated are, in his opinion, the true principles; that he thinks he ought not to withdraw from them, and that he will not do so; and that it would be superfluous further to discuss these subjects, which will be duly settled by the respective Governments.

17. His Excellency most sincerely reciprocates the sentiments of which you assure him, and feels that you entertain them towards him.

God preserve, &c.

(Signed)

JOSE BARBOZA LEAO.

Inclosure 4 in No. 49.

Consul Sir H. Huntley to the Secretary-General to the Government of Angola.

Sir,

Loanda, April 17, 1862.

I HAVE to acknowledge the receipt of the letter sent by order of his Excellency the Governor-General dated the 14th instant, and in reply to express my entire acquiescence in the opinion that the question contained in the correspondence to which this letter relates should now terminate here, and be referred for the consideration of the respective Governments; and I therefore abstain from all remark upon the conclusion at which his Excellency has arrived with reference to my views being "without foundation," farther than to observe that those views have yet to pass an ordeal which may reverse the judgment prematurely pronounced.

I have, &c.

(Signed)

H. V. HUNTLEY.

Inclosure 5 in No. 49.

The Secretary-General to the Government of Angola to Consul Sir H. Huntley.

(Translation.)

Sir,

Loanda, April 7, 1862.

BY order of his Excellency the Governor-General I remit to you the copy of a despatch which is this day addressed to the British Commissioner and Arbitrator in the Mixed Commission, in order that you may take cognizance of its contents, and particularly of the solemn protest which his Excellency has made in it.

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2. His Excellency, at the same time, commands me to say that he makes the same protest before you, as the Consul and accredited Representative of Her Britannic Majesty near this General Government.

3. His Excellency the Governor-General hopes that you will not fail to report to your Government his proceedings in making this protest, with a view of causing to be duly observed the Treaties and dignity of his nation.

God preserve, &c.

(Signed)

JOSE BARBOZA LEAO.

Inclosure 6 in No. 49.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Loanda, April 7, 1862.

HIS Excellency the Governor-General of the Province has received your despatch of the 5th instant, and examined its contents.

You not being competent to address the General Government of Angola upon the matters to which that despatch relates, as his Excellency observed in a letter addressed to you the same day (the 5th), he might abstain from taking it into consideration or replying to it in any manner whatever.

As, however, the subject of this despatch is of the greatest moment, and Her Britannic Majesty's Consul feels that he cannot receive despatches from the General Government relating to this subject, the Governor-General is of opinion that the prescribed forms ought to be dispensed with this time, and orders that in reply to the above-mentioned despatch I say to you as follows:—

His Excellency is convinced that the Government of Her Britannic Majesty labours under an error if it thinks that from any other part of the coast under Portuguese rule, excepting the port of Loanda, negroes have gone to St. Thomas. The Government of this province prohibited all its subaltern authorities from granting passports for St. Thomas. It is certain that its orders have been obeyed; and it is not aware that in an illicit way any one has left this province for St. Thomas.

Therefore, whatever representations in this respect may have been addressed to the British Government, they are without foundation, and their authors, whoever they may be, are desirous of deceiving that Government.

With respect to the negroes embarked at Loanda for the Island of St. Thomas, they have been embarked in perfect conformity with the law, each one of them being provided with a passport signed by the Governor-General, granted after the observance of the most rigorous formalities.

They are Portuguese subjects who are moving legally from this Portuguese province to another neighbouring province, also Portuguese, and the dispositions of the Treaty of the 3rd of July, 1842, in all their rigour, are observed in respect to them, not more than 10 slaves going in each vessel; indeed, this rigour is even carried beyond that prescribed in the Treaty, because it is there stipulated that each settler cannot take more than 10 slaves in the same ship; and at present, whatever may be the number of settlers, not more than 10 slaves are allowed to go, and the libertos to which the Decree of the 14th of December, 1854, alludes are, in this point of view, put on a footing with slaves, although they are free people.

Thus, also, any reports which may have been made in this respect to Her Britannic Majesty's Government are unfounded, and intended to illude that Government.

His Excellency, therefore, has not to render you any co-operation in putting an end to a practice perfectly legal, such as that which has taken place from Loanda to St. Thomas, an emigration which is carried on under the inspection of the Portuguese authorities, the only authority which has to take cognizance of the matter.

As regards the patacho "Libertade," his Excellency orders it to be said to you that she is about to sail for St. Thomas, and that all the prescribed formalities will be observed; that all the passengers will have perfectly legal passports, his Excellency having already given them to 52 free Portuguese, and 10 slaves, and that beyond the passengers who may take passports, she will only have on board her crew as specified in the muster-roll, that is to say, this vessel will sail in perfect harmony with the law, as they all do, because the authorities discharge their duty.

With reference to the instructions which you say have been received, and which will be given to the commanders of the cruisers in order rigorously to examine and inquire on board the packets and other vessels which transport those negroes hence to St. Thomas, "if they are in that state of entire and perfect freedom which may justify their removal; and in the event of their not being so, to detain the ships and bring them before the Mixed Commission," and referring also to your observation, that the impediments which may therefore arise to licit commerce must be imputed to those who are employed in the forcible conveyance of these negroes to St. Thomas, and not to the proceedings of Her Britannic Majesty's officers, his Excellency orders me to reply to you as follows:—

The Treaty of the 3rd of July, 1842, neither in letter nor spirit, authorizes the English cruisers to inquire on board the Portuguese ships which they may examine, except as to whether they convey slaves or present indications or preparation to engage in the Traffic, and it is only when they convey slaves, or when they present any indications that they are about to receive slaves, that these cruisers can capture or detain them.

The ships which convey passengers from Loanda to St. Thomas do not carry slaves (except those allowed by law), nor do they present any fittings or preparations for receiving them, therefore they cannot be detained, or captured.

The English cruisers have not the least right to ask any one of these passengers who is in a free condition, as shown by the passport which he takes, whether he goes or not by his own will; there is not in the Treaties and Conventions a single word which authorizes any interpretation to the contrary, and the dignity and independence of Portugal rejects them.

These cruisers, on finding all the negro passengers with legal passports, and the negroes who are said to be sailors duly entered on the ship's muster-roll, cannot, without offending the Portuguese nation, as a free and independent nation, make any further examination or inquiry whatever, except as to the number of passengers who go in the condition of slaves.

His Excellency, therefore, solemnly protests against the alleged pretension of a right on the part of the English cruisers to inquire into any matter beyond that clearly specified in the preceding paragraphs. He solemnly protests against any proceeding which may take place on board Portuguese ships in virtue of such pretensions, and he likewise protests against the detention or capture of any Portuguese ship under this pretext. And the impediment which may thereby result to licit commerce can never be imputed to those who undertake the emigration from Loanda to St. Thomas with all the prescribed formalities, and under the protection of the authority and of

the law, but to the cruisers who may abuse force, trample on right, and insult the Portuguese flag, and nation; in virtue of a pretension which is neither admissible nor justifiable.

His Excellency, however, hopes that such proceedings will not take place, because he cannot believe that the officers of Her Britannic Majesty would wish that the world should witness such strange excesses and abuses practised on this coast by the English naval forces towards Portugal, because she is a small nation; and compare them with the condescension and forbearance shown for so many years towards France because she is a great nation, she having exported from the Zaire tens of thousands of negroes purchased from the natives, without England raising the slightest difficulty; negroes, moreover, who were not, like those who go from here to St. Thomas, French subjects proceeding from one province to another of the same nation.

In conclusion, you say it is your duty to request his Excellency's attention to the serious responsibility which he will incur if it should be proved that the negroes now being embarked for St. Thomas have been introduced there in violation of the Treaty stipulations between Portugal and Great Britain.

His Excellency views it as remarkable that the British Commissioner and Arbitrator should consider it to be their duty to remind him of his responsibility as the delegate of the Portuguese Government in this Colony, because it is, indeed, remarkable; and, consequently, he only orders me to say to you that it was not necessary for you to give yourselves the trouble of reminding him of the discharge of his duties, because he knows them, as he knows also the responsibility which attaches to him if he does not fulfil them; he will answer for his acts before his own Government and country.

Finally, I am commanded to say to you that his Excellency will not in future receive any despatches from you collectively or individually, except upon matters relating to the Mixed Commission or Board of Superintendence, which are those appertaining to you, or upon the Slave Trade in those cases laid down in the Portaria of the 14th of February, 1854, which, on the 7th of August of that year, was communicated to the British Commissioner, that is, "when the urgency of the case may be such that it cannot, without inconvenience, wait a solution through the established course," a case which can never occur whilst there is here a Consul of Her Britannic Majesty. Any despatches which you may address to the Governor-General, except on those matters, and under those circumstances, will be returned.

God preserve, &c.

(Signed) . JOSE BARBOZA LERO.

Inclosure 7 in No. 49.

Consul Sir H. Huntley to the Secretary-General to the Government of Angola.

Sir,

Loanda, April 14, 1862.

I HAVE to acknowledge the receipt of your letter dated the 7th instant, written by direction of his Excellency the Governor-General, accompanied by the copy of another, which his Excellency had desired to be sent to Her Britannic Majesty's Commissioner and Arbitrator respectively, for their information on certain points.

2. His Excellency has also called my attention, as Her Britannic Majesty's Consul, to the solemn protest contained in that copy; and further hopes that I shall not fail to report the circumstances which have caused this correspondence, as well as the protest, to the Government of Her Britannic Majesty.

3. His Excellency may be assured that my best abilities will be used to place the case before Her Majesty's Government with the utmost impartiality.

4. Since the reception of your letter of the 7th instant, with the view of gaining every possible information that might tend to elucidate and adjust differences which have lately arisen on the subject of correspondence between the authorities of His Most Faithful Majesty, and those of Her Britannic Majesty at Loanda, I have engaged myself in research, the result of which I beg to place before his Excellency, as it will assist, I think, in the exposition of the question, namely, "what were the 'established rules' of the Court of Mixed Commission here, where the circumstances occurred which induced the application for the privilege granted by the Portaria, dated February 14, 1854?" These "established rules" have been referred to by his Excellency, but no definition of them has as yet been attempted. I therefore proceed to show—

1st. That the Court of Mixed Commission here was instituted July 3, 1842, by Treaty between Portugal and England, each nation supplying a Commissioner and Arbitrator, the Court having power to take cognizance of matters connected with the Slave Trade.

2ndly. This Court necessarily established its rules, and proceeded to practise its functions.

3rdly. One rule of this Court was that the Commissioners should address their despatches to, and communicate with, their respective Governments.

5. So far then we have an established rule on the question of address and communication.

6. I will now notice that the first Consular appointment from England to Loanda was that of Mr. Brand, December 27, 1844; but Mr. Brand did not arrive till the 23rd of April, 1845; and then in consequence of delay in the receipt of the exequatur, Mr. Brand did not assume his official duties till January 19, 1846; therefore three years and-a-half having elapsed between the institution of the Court of Mixed Commission and the recognition of a Consular authority at Loanda, makes it clear that that authority was not included in forming the established rules of the Court upon the question of address and communication.

7. Subsequently it appears to have been felt that events might occur, rendering it very desirable that the British Commissioner should have the right to address the local authorities at Loanda.

Application for this privilege was accordingly made to the Government of Portugal, and in consequence His Most Faithful Majesty issued a Portaria of the 14th of February, 1854, granting permission not only to the British Commissioner, but also to the British Naval Officer commanding Her Majesty's squadron upon this station, to address the local authorities on matters connected with the Slave Trade, when the "urgency" might be such as to cause injury to the service by adhering to the "established rules;" or, in other words, would by the practice of following the "established rule" of addressing the Home Government, and waiting a reply, sustain injury.

8. Now I think it would be puerile to argue that by the term "established rules," used in the Portaria of the 14th February, 1854, any other than those of the Mixed Commission Court could have been contemplated by that Portaria; and reasonable as this seems to be, the British Commissioner would then have the undoubted right to address his Excellency the Governor-General of the province upon the subject of slavery when the "urgency" of the case was evident.

9. But his Excellency observes that the case contemplated by the Portaria "will never occur so long as there may be here a Consul, or other Agent accredited to the Government." I confess myself at a loss to see

how the presence of the Consul can in any manner influence the case; but if it is meant that the existence of "urgency" places the case under the consideration of the Provincial Government and the British Consul, the course adopted by his Excellency in the present instance, then I say that it becomes a mere change from the "established rules" of one institution to the established rules of another, and that by adhering to either the Portaria falls ignored; for that document, as described, speaks only of departure from "established rules," and that departure is comprehended in the act of the Commissioner addressing the Governor-General, a power taken from him, though vested in him by the Portaria, if the Consul in such cases is made the sole organ of communication.

10. I beg leave, in conclusion, to express my conviction that the British Commissioner has, by virtue of the Portaria cited, an undoubted right to address the Governor-General of this province on Slave Trade affairs when the urgency of the case would render it injurious to follow the "established rules," whether there is or is not a Consul here from England; and, therefore, I respectfully offer it as my opinion, that the British Commissioner had full right to address to his Excellency the Governor-General the letter of the 24th of March last, and that the British Commissioner was justified in supposing that it would have been received, and replied to, in accordance with the practice which has prevailed here since the 14th February, 1854.

11. I avail myself of this occasion to explain that with reference to the custom of Her Majesty's Arbitrator affixing his signature to letters addressed by the British Commissioner to the Governor-General, it is done in obedience to the orders of the Secretary of State, to whom both are subordinate, and of course any objection made to the practice will be duly reported.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 8 in No. 49.

The Secretary-General to the Government of Angola to Consul Sir H. Huntley.

(Translation.)

Sir,

Loanda, April 19, 1862.

YOUR despatch of the 14th instant has been laid before the Governor-General of the province, and his Excellency commands me to reply to you as follows.

2. His Excellency is certain that you will, as you assure him, bring to the knowledge of Her Britannic Majesty's Government, with the impartiality which characterizes you, the protest which he made before the British Commissioner and Arbitrator, and before you.

3. With respect to the arguments which you offer upon the form of correspondence to be observed between the British Agents and the General Government of this province, it appears to his Excellency that they are sufficiently and very clearly answered in the despatches which he has commanded me to address to you.

4. He, therefore, thinks he ought to limit himself to saying that the Court of Mixed Commission; even if it could address the General Government upon matters not relating to the cases of captured vessels submitted to it (which it cannot), could only do so as a Tribunal, that is, with the signature of the Portuguese and British members; that if the British Commissioner in the Mixed Commission could, as you affirm, address himself officially in that character to the Government of the province on matters relating to the Slave Trade, the British Government would not have solicited, some time urgently, as it did, until it succeeded, the faculty which for that purpose was conceded by the Portaria of the 14th of February, 1854, and that, therefore, the Tribunal of Mixed Commissions cannot by any means be considered as constituting that which the said Portaria calls "established course."

5. In my last despatch to you of the 14th instant, his Excellency clearly defined what are those established means, as well as the functions of the Mixed Commission and of its members, and he firmly adheres to those principles which the reasons and arguments offered by you in no degree destroy.

6. As regards the practice which you allege, even granting that it may have existed, his Excellency would fail in his duty if he should sanction abusive practices.

7. I am, therefore, commended to say to you once more that it is alone with you, as the Consul of Great Britain, that the General Government of this province can correspond, and will correspond, upon Slave Trade matters, and that it will only accept the correspondence of the British Commissioner, and of the Commander of the Naval Station, in the cases pointed out in the Portaria of the 14th of February, 1854, which can only occur when there may be no accredited Agent of Her Britannic Majesty here.

8. In conclusion, his Excellency commands me also to acknowledge the receipt of your despatch of the 17th instant, and to say to you that he is duly acquainted with its contents, and is assured that this terminates the discussion which has been raised upon the form of correspondence.

God preserve, &c.

(Signed)

JOSE BARBOZA LEAO.

Inclosure 9 in No. 49.

Consul Sir H. Huntley to the Secretary-General to the Government of Angola.

Sir,

Loanda, April 22, 1862.

I HAVE to acknowledge the receipt of your letter of the 19th instant, the translation of which came to me only yesterday evening.

2. After that my letter of the 17th had been received, in which I stated my acquiescence with the view of his Excellency, as expressed in your letter of the 14th instant, with reference to any farther discussion of the question to which this letter relates, I was not prepared to expect that my letter also of the 14th would have been discussed as it has been by your letter of the 19th instant, now before me, more especially as my letter of the 17th avoided comment upon yours of the 14th instant.

3. I shall adhere still to what I consider to be an agreement to suspend further discussion, though I feel it imperative to disclaim any admission of the validity of the arguments contained in your letters of the 14th and 19th instants.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 10 in No. 49.

Portaria.

(Translation.)

Navy and Colonial Department, Section of the Colonies, No. 2,996.

HIS Majesty the King Regent, in the name of the King, ordains that through the Navy and Colonial Department, it shall be transmitted to the Governor-General of the Province of Angola, for his information and the due purposes, that the British Minister at this Court having, in addition to the notes of his predecessors, solicited the privilege for the Commander of the British Naval Station, and British Commissioner in the Mixed Commission Court at Loanda, to correspond freely with the said Governor-General in matters of Slave Trade; that privilege has been granted for them to use it only in the matters referred to, and when the urgency of the case be such that it may not await a decision through the established course without injury to the service. This having been made known to the Minister for Foreign Affairs for due purposes.

Palace, February 14, 1854.

(Signed) VISCOUNT ATHOGUIA.

Inclosure 11 in No. 49.

Her Majesty's Commissioner to Viscount Palmerston.

My Lord,

Loanda, December 16, 1850.

A MEETING of the Board of Superintendence having taken place this day, I took the opportunity to ask the Governor whether, and what progress had been made by the "Delegado" in the matter of the "*Veiga*."

2. His Excellency replied that as yet he had received no report on the subject, and on my expressing a hope that he would enable me to report to my Government whatever might be the result of that officer's proceedings, he said that he should have much satisfaction in doing so, as a matter of "courtesy and condescendence;" that in this sense he had replied to a letter he had received from Commodore Fanshawe, and that he thought it very desirable, considering the intimate relations which existed between Great Britain and Portugal, that such courtesy should be practised, and more especially in such a case as that of the "*Veiga*;" that he had consequently used the utmost frankness and good faith ("loyauté") towards both of us, but that he could recognise in neither a right to address him on such matters; that his instructions are, as regards the Commodore, to receive from him any communications respecting the existence of barracoons, and to concert with him with a view to their destruction; and as respects myself, to recognize me as British Commissioner in the Mixed Commission, and to treat me accordingly, but that I had no authority to make to the Governor-General of this province, nor had he to receive from me, any communication individually.

3. Having repeated this very emphatically, and that it was necessary we should understand each other on this head, his Excellency proceeded to tell me, under this reserve, that not having received any answer from the "Delegado," to whom all the papers had been transmitted, at latest on the 6th instant, he had written a second despatch recommending to him the strictest zeal and attention in this matter; and that he was willing to argue favourably from the delay.

4. At the same time his Excellency spoke doubtingly of the identity of the "*Veiga*," and of possibility of proving it.

5. I told the Governor, in reply, that I could not, of course, know what were his instructions, nor did it become me to enter into the question which he had raised; but that I did not for my part consider my duties to be confined to the Mixed Court, but that it was incumbent upon me to watch over and report upon all Slave Trade transactions; that it was under the conception of my duty that I had addressed myself to him, and that he had himself recognized the propriety of my doing so.

6. He said my first visit had been extremely opportune; that at that very moment his mind was anxiously intent upon what had occurred, and that in his conversation with me he had been really glad of an opportunity of giving vent to his feelings.

7. This, he gave me to understand, had caused him to discard all reserve, and that having done so of his own accord, he should of course be still ready ever to act in the same manner, should he receive instructions to that effect from home.

8. I then took my leave with an assurance on the part of his Excellency that he would continue to inform me of what might yet occur in the business, of which he was preparing a most detailed and circumstantial account to his Government.

9. In detailing to your Lordship the above conversation, I could not with a due regard to fidelity avoid mentioning incidentally that part of it which relates to the Commander-in-chief of Her Majesty's naval forces; but I need hardly, my Lord, assure you that in my reply to his Excellency, I abstained from all observations whatever on that point.

10. With regard to what concerns myself, or rather the post I have the honour to hold, I shall be very anxious to receive your Lordship's opinion as to whether the view I have taken of my duty be correct on this occasion, or not; namely, whether I should consider my functions as limited to the Mixed Court, or whether I am not at liberty to address myself to the Governor-General of this province on any matter having reference to Slave Trade transactions, which may occur under his Excellency's jurisdiction.

11. Should your Lordship sanction this view, I venture to submit that it would greatly tend to place the relations between the supreme authority of this province and Her Majesty's Commissioner on a footing from which much benefit might result to the Queen's service, were an instruction in that sense forwarded to the Governor.

I have, &c.
(Signed) GEO. JACKSON.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, July 23, 1862.

I TRANSMIT to you herewith a copy of a despatch which, on the receipt of Sir Henry Huntley's despatch of the 7th April last, I addressed to Mr. Herries, Her Majesty's Chargé d'Affaires at Lisbon,* relative to the course pursued by the Governor-General of Angola in declining to correspond with you as the British Commissioner in the Mixed Commission Court, on matters connected with the Slave Trade, as long as there was a Consular Representative of the British Government resident in the Province.

Since writing my despatch to Mr. Herries, I have received the further voluminous correspondence on this subject, and on the subject of the removal of slaves to St. Thomas, which is contained in the joint despatches of Sir Henry Huntley and yourself, dated the 15th April and the 5th May last.

You will be informed by the next mail of the action which Her Majesty's Government may take in these matters.

I am, &c.
(Signed) RUSSELL.

No. 51.

Her Majesty's Commissioner to Earl Russell.—(Received August 11.)

My Lord,

Loanda, May 30, 1862.

ADVERTING to the despatch from this Commission dated the 8th ultimo, inclosing to your Lordship copies of communications which had been addressed to the Governor-General and to the Senior Officer of this division of the squadron, respecting the removal of slaves from this Province to St. Thomas, and reporting that the Portuguese brigantine "Libertade" was then on the eve of sailing from hence with a number of those negroes, I have now the honour to report to your Lordship that Her Majesty's ship "Torch," which was lying in this harbour when the embarkation of negroes took place on board the "Liberdade," left a few hours after that vessel, and having fallen in with her at sea the following day, boarded her, and allowed her to proceed on her voyage.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 52.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, August 28, 1862.

WITH reference to my despatch of the 23rd July last, inclosing a copy of an instruction which I addressed to Mr. Herries, Her Majesty's Chargé d'Affaires at Lisbon, on the subject of the refusal of the Governor-General of Angola to correspond with Her Majesty's Commissioners on Slave Trade matters, I now inclose, for your information and guidance, a copy of a despatch from Mr. Herries,† by which you will perceive that the Government of His Most Faithful Majesty disapprove the line of conduct adopted by the Governor-General in this matter, and that instructions in conformity with the views of Her Majesty's Government will be sent to the Governor-General without delay.

I take this opportunity of informing you that I entirely approve the conduct and proceedings both of yourself and Sir Henry Huntley in the communications which have passed between you and the Governor-General of Angola on this matter.

I am, &c.
(Signed) RUSSELL.

* Class B, No. 189.

† Ibid, No. 196.

No. 53.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, August 28, 1862.

I HAVE received your despatches to the 23rd May, inclusive, and with reference to the despatches noted in the margin,* I have to acquaint you that Her Majesty's Government entirely approve the language and proceedings of Her Majesty's Commissioners in the communications which have passed between them and the Governor-General of Angola, on the subject of the transfer of slaves from that province to the Island of St. Thomas.

I am, &c.
(Signed) RUSSELL.

No. 54.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, September 23, 1862.

WITH reference to my despatch of the 28th ultimo, and to previous correspondence upon the subject of the exportation from Loanda of slaves for St. Thomas, I transmit to you, for your information, a copy of a despatch from Mr. Herries, Her Majesty's Chargé d'Affaires at Lisbon,† stating that he has been informed by the Marquis de Loulé that the Portuguese Government have taken effectual measures to put a stop to this practice, and that both the Governor-General and the Provincial Secretary of Angola have been lately recalled.

I am, &c.
(Signed) RUSSELL.

No. 55.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, July 5, 1862.

I HAVE the honour to report that no case has been brought for adjudication before the British and Portuguese Mixed Commission in this city during the half-year ended on the 30th ultimo.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 56.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord

Loanda, July 10, 1862.

THE despatches addressed to your Lordship by this Commission during the present year have made you fully acquainted with the abusive practice which is now being openly carried on here of shipping negroes to the Island of St. Thomas, under the pretext of their being free; and with the steps which, in pursuance of the instructions conveyed in your Lordship's despatch of the 16th of January last, I had taken with the view of putting an end to this system.

2. It is with unfeigned regret I have now to report that the practice referred to has in no way abated, but that each vessel and each packet leaving this port for St. Thomas continue to ship negroes for that island in the same open and undisguised manner as heretofore.

3. The mail-steamer "Dona Antonia," which sailed hence on the 2nd instant, conveyed 82 of these negroes to St. Thomas, under the usual varied denominations of slaves, libertos, and free negroes, who were embarked in the presence of Her

* Nos. 35, 45, and 46.

† Class B, No. 200.

Majesty's ship "Arrogant," bearing the broad pendant of Commodore Edmonstone, commanding the squadron on this coast.

4. Judging from this circumstance, and the fact that the "Liberdade," as reported in my despatch of the 30th of May, 1862, had been boarded, and allowed to proceed on her voyage to St. Thomas after she had been officially denounced by Her Majesty's Commissioner to the Governor-General and to the Senior Officer on this division of the station, my conclusion is that Her Majesty's naval authorities have resolved to refrain from interfering with these vessels, and this in consequence, as I am given to understand, of their not having received any instructions on the subject from the Admiralty.

5. Whatever may be the cause of this apparent resolution on the part of Her Majesty's naval officers, despairing, as I do, of receiving any assistance from the local authorities here in suppressing these malpractices, I cannot too strongly express my conviction that unless Her Majesty's Advisers take this matter into their own hands, no hope can be entertained of this system being abolished.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 57.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, July 10, 1862.

I HAVE the honour to report that Her Majesty's steamer "Antelope," Lieutenant Allingham commanding, captured on the 4th ultimo, off the Congo, a vessel without colours or papers, and having on board 558 slaves who had been shipped in that neighbourhood the day previous.

2. From the description given me by Lieutenant Allingham of the state in which he found the prize, I believe that in the annals of this wicked Traffic no more cruel and striking case of excessive crowding is to be found than this. The vessel was not more than 85 or 90 tons; yet she had, besides her crew, 558 negroes crowded on board of her, which gave the almost unprecedented small space of 1 ton for the accommodation of 7 persons. The slave-deck was not more than 30 inches in height, the quantity of water and provisions which the vessel was capable of carrying was insufficient for the subsistence of so many persons during a voyage, probably of fifty days, to the Havana, unless the slave-dealers had calculated on a great decrease from death among the victims of their lawless cupidity; and although only one day at sea when captured by the "Antelope," such was the filthy state of this vessel that not more than one-half of these slaves could have reached the Havana.

3. Lieutenant Allingham very properly removed a great number of the slaves into the "Antelope," and accompanied the prize to St. Helena for the purpose of bringing her before the Vice-Admiralty Court in that Colony for adjudication.

4. Rumours have been circulated to the effect that this vessel was the "*Paquete de Loanda*," a Portuguese brigantine which cleared out from this port with cattle on the 22nd of May last for the River Congo; but, notwithstanding all my inquiries, I have not succeeded in obtaining any information sufficiently precise and conclusive on this point to warrant me in addressing an official representation to the Governor-General thereon. The practice of clearing out with cattle from this place for St. Thomas and the Congo is, I have reason to suspect, resorted to by the slave-dealers here merely as a pretext for leaving this harbour with certain fittings required for receiving slaves, such as water-casks and other articles. The cattle themselves, which are of little or no value, are easily disposed of when the slaves are to be embarked, and as, in consequence of the energetic measures of the United States' authorities at New York and other American ports, the slave-dealers on this part of the coast have been lately hard pressed from the want of vessels to convey to the Havana the slaves with which their factories are now filled, there can be no doubt but that they will readily take advantage of any facilities which are afforded them by that apathy on the part of the Portuguese authorities in this province which I am sorry to say has latterly been but too apparent.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 58.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, July 12, 1862.

HIS French Imperial Majesty's frigate "Junon," bearing the broad pendant of Commodore M. le Baron Didelot, commanding the French naval forces on this coast, arrived here on the 10th instant, and, having proceeded on board for the purpose of paying my respects to that officer, I am happy to be able to acquaint your Lordship of his having informed me that the system of exporting negroes to the French West Indian Colonies was formally put an end to by him on the 30th ultimo, in accordance with the orders of his Sovereign, and that he had himself witnessed the last shipment, on that day, from the establishment of Messrs. Régis at the mouth of the Congo.

2. I observed to the Commodore that I felt assured Her Majesty's Government would receive this intelligence with great satisfaction, and that, so far as regarded its immediate bearing on the duties confided to me at this place, I unhesitatingly added, that no measure could have been adopted by the Government of the Emperor more desirable and opportune than the termination of a system which the Portuguese authorities in this province had but too plainly evinced a disposition to view in a light highly prejudicial to that sacred cause which the British and French Governments had so much at heart—the suppression of the Slave Trade.

3. On other points connected generally with this question the language of the Baron Didelot was most satisfactory. He assured me that the desire of the Government of His Imperial Majesty for the suppression of the Slave Trade was no less earnest and sincere than that of the Government of Her Majesty the Queen; and, in reply, I observed that he might always rely upon my best co-operation and assistance in carrying into effect the humane views by which both nations were animated.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 59.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, August 1, 1862.

I HAVE much satisfaction in reporting to your Lordship that Her Majesty's ship "Wye," Valentine G. Roberts, Esq., commanding, whilst proceeding from this place to Fernando Po, and being about twenty miles to the southward of the River Congo, in latitude 6° 20' south, and longitude 12° 15' east, on the 25th June last captured a schooner, with 295 slaves on board, bound to Cuba.

2. It appears, from the information gained by Mr. Roberts, that this vessel, which is supposed to have been called the "*Concepcion*," sailed from Matanzas in January last and proceeded to the Gallinas, where she failed in obtaining a sufficient number of slaves. Being deterred from remaining on that part of the coast by the rumoured presence of one of Her Majesty's cruizers, she left that place direct for Mangue Grande, where she shipped her slaves the day previous to her capture by the "Wye."

3. It was stated, also, that she would have embarked 50 or 60 slaves more, but, in consequence of the heavy surf which was running at the time, two canoes were upset in conveying them on board, and several of the slaves having been drowned, the slave-dealers refused to ship any more.

4. This schooner displayed no colours when boarded by the "Wye," and, being destitute of any proof of nationality, Mr. Roberts sent her to St. Helena for adjudication.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 60.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, August 2, 1862.

I HAVE the honour of reporting to your Lordship the capture by Her Majesty's ship "Dart," Commander Richards, of a brig, without colours or papers, found by that cruizer on the 11th ultimo, in latitude 8° 30' south, and longitude 12° 56' east, and fully prepared to receive slaves.

2. The capture of this vessel was effected within a distance of thirty miles of this port, and it was stated that the captain and supercargo had landed in the neighbourhood of Ambriz to make arrangements for shipping the slaves who, to the number of 750, were to have been received in the Congo a few days afterwards.

3. The detained vessel being in a leaky condition, Commander Richards caused her to be surveyed, and, on receiving the report of the officers appointed to perform that service, he deemed it advisable that she should be destroyed.

4. The necessary evidence was sent to St. Helena in order that the case might be duly adjudicated before the Vice-Admiralty Court there.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 61.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, August 4, 1862.

I HAVE the honour to acquaint your Lordship that Her Majesty's ship "Espoir," Commander Douglas, on the 22nd ultimo, in latitude 6° 45' south, and longitude 12° 25' east, captured a barque of about 250 tons, and having on board every fitting requisite for the immediate reception of a large cargo of slaves.

2. From the statement of the crew, and other evidence, there is no doubt that this vessel was called the "*Traviata*," and that she fitted out at Cadiz, which place she left on or about the 16th May last.

3. Her captain was a Portuguese named Vianna, who is well known to have been for many years engaged in this iniquitous Traffic, and who made it his boast on this occasion that although he had been captured by British cruisers six times, he had succeeded in carrying off five cargoes of slaves from this coast. In 1859 he was serving as mate of the Portuguese steamer "Don Pedro," one of the packets which run between this place and Lisbon, and having since then made two successful voyages as captain of slavers, he, on the 11th May last, left Lisbon for Cadiz to take command of the "*Traviata*."

4. This notorious slave-dealer was allowed to leave Loanda in the Portuguese brig "Assombro," which sailed hence for Lisbon on the 25th ultimo, and we shall soon doubtless hear of his re-engaging in his former nefarious pursuits. It is worthy of note that his name was omitted in the announcement of the "Assombro's" departure, as published in the "Official Gazette," although it is invariably the practice to insert the names of passengers on board vessels leaving this port.

5. Commander Douglas sent the detained vessel to St. Helena for adjudication in the Vice-Admiralty Court there.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 62.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, August 8, 1862.

I HAVE the honour to report that Her Majesty's ship "Antelope," Lieutenant Allingham commanding, arrived in this port yesterday, having on board 203 slaves who had been captured on the 4th instant off Cabenda, in a small vessel bound for Havana, the person who figured as captain producing no papers, and disavowing all right to the protection of any flag.

2. It appears that this craft was built at Cabenda, and was subsequently fitted out by the American barque called the "Joshua Bragdon," of New Bedford, which has been hovering off that part of the coast for some time past, avowedly employed as a whaler. The compass and other fittings found on board the slaver bore the name of the "Joshua Bragdon," and on Lieutenant Allingham's subsequently visiting that vessel, the manner in which the captain conducted himself towards that officer was most insolent and overbearing.

3. Nearly all the slaves found on board this craft were children, and I have ascertained by personal inquiry from the few adults among them, that they were shipped by two of the most notorious slave-dealers in the Congo—João Nicolao de Barros and D. B. Carvalho—Portuguese subjects whose criminal pursuits in that quarter cannot but be well known to the local authorities here. The vessel herself being small, and quite unfit to perform the voyage to St. Helena, Lieutenant Allingham removed the slaves to the "Antelope," for conveyance to that island, and caused the prize to be totally destroyed.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 63.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, August 9, 1862.

WITH reference to my despatch of the 10th ultimo, I have now the honour to acquaint your Lordship that, from information given me by Lieutenant Allingham, commanding Her Majesty's ship "Antelope," there is no longer any doubt but that the vessel captured by him on the 4th of June last, with 558 slaves on board, was the Portuguese brigantine "*Paquete de Loanda*," which was sold here to the slave-dealers for 8,000 dollars, and afterwards fitted out in this harbour for the Traffic in which she was engaged when captured.

2. The above information, which, subsequent to the date of my despatch already referred to, I had received from the French Commodore, and various other reliable sources, fully proves that the rumours mentioned in that despatch were not without foundation.

3. I would venture again to draw your Lordship's attention to the fact of this vessel having been allowed to leave this harbour fully equipped for the Slave Trade under the pretence of conveying cattle to the River Congo, another circumstance which, as well as the continued activity and effrontery of the slave-dealers in this quarter, I shall feel it my duty to bring strongly under the notice of the Governor-General, the result of which I shall have the honour to report to your Lordship in a subsequent despatch.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 64.

Her Majesty's Commissioner to Earl Russell.—(Received November 11.)

My Lord,

Loanda, August 20, 1862.

I HAVE the honour of transmitting to your Lordship the accompanying copy of a despatch which I have addressed to the Governor-General of this province concerning the capture of the Portuguese brigantine "*Paqueta de Loanda*" by Her Majesty's steamer "Antelope," with 558 slaves on board, a few days after her departure from this port.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure in No. 64.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, August 19, 1862.

I REGRET to be obliged to acquaint your Excellency that I have recently received information, on which I have every reason to rely, respecting an infraction of the Treaty which subsists between our respective Governments for the Suppression of the Slave Trade.

Her Majesty's steamer "Antelope," while cruising in the neighbourhood of the River Congo, on the 4th June last, captured a vessel with slaves on board, and in consequence of all traces of her nationality having been carefully made away with before being boarded, she was sent to St. Helena for adjudication in the Vice-Admiralty Court there.

It appears, moreover, from the information given me by the Commander of the "Antelope," that this embarkation of slaves was effected with circumstances of attendant atrocity which aggravate even its inherent guilt, 558 Africans having been crammed into a space far too small to contain them without the greatest degree of torture and suffering.

Reports reached me soon afterwards to the effect that this vessel was the Portuguese brigantine "*Paquete de Loanda*," which cleared out from this port on the 22nd May last, with cattle for the River Congo—only a few days prior to her capture; and after close inquiry into this matter, I have since obtained such information as verifies these rumours. It will not escape your Excellency's penetration that the practice of shipping cattle for the River Congo must tend to facilitate the evasion of the law, unless additional precautions are taken in regard to vessels employed in such a manner, inasmuch as many of the fittings requisite for carrying cattle are precisely those which constitute a Slave Trade equipment, such as water-casks and other articles.

Whether sufficient security was given, as required equally by the law of Portugal and by the Treaty of 1842, that the extra number of water-casks on board the "*Paquete de Loanda*" should be used for legal purposes only, and whether, in accordance with the practice followed here, a bond was entered into by the parties interested in this vessel that they would not employ her in the Traffic in Slaves, are points which can alone be ascertained by reference to the records of the Public Departments here; but in taking leave to bring this subject under the notice of your Excellency, I feel confident that you will see the necessity of setting on foot a severe inquiry into the circumstances under which the vessel in question was allowed to leave this port, with the view of enforcing in due course the forfeiture of the bond, and of bringing to punishment the parties concerned in this scandalous transaction, should it be found that they have been guilty of the crime imputed to them.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 65.

Her Majesty's Commissioner to Earl Russell.—(Received November 11.)

My Lord,

Loanda, August 20, 1862.

HAVING received information, and upon such authority as induces me to credit the correctness of the statement, that the Portuguese brigantine "*Paquete de Mossamedes*," now preparing for sea in this port, is about to be engaged in a Slave Trade adventure, I immediately called on the Governor-General, and acquainted him with the several circumstances connected with that vessel which seem to me to be of a very equivocal nature, requesting his Excellency, at the same time, to cause a close investigation to be made as to her real destination, and directing his earnest attention to the necessity of causing her proceedings to be watched, and due precautions taken in order to prevent, in the present instance, a repetition of proceedings such as recently took place in the case of the "*Paquete de Loanda*."

2. The Governor-General did not deny that there are strong grounds for suspicion against the "*Paquete de Mossamedes*," but he added that, notwithstanding her doubtful character, so long as she kept within the letter of the law, it was impossible for him to interfere with her. As his Excellency, therefore, evinced no disposition to take any active measures in this matter, I thought it expedient to write immediately to the Senior Officer and Commander of Her Majesty's ships on this division of the Station, communicating to them the suspicions I entertain that this vessel is destined to be employed in the Slave Trade, and I have now the honour to subjoin a copy of my despatch on this subject, of which I trust your Lordship will approve.

I have, &c.
(Signed) EDMUND GABRIEL.

P.S. *September 16.*—The originals of this and of the preceding despatch were forwarded under flying-seal to Her Majesty's Minister at Lisbon on the 7th instant.

E. G.

Inclosure in No. 65.

Her Majesty's Commissioner to Commander Hoskins.

Sir,

Loanda, August 19, 1862.

I LOSE no time in acquainting you that a report has reached me upon credible authority that the Portuguese brigantine "*Paquete de Mossamedes*," Captain M. H. d'Oliveira e Silva, now on the eve of her departure from this port, ostensibly bound to Rio Janeiro in ballast, is about to be engaged in the Slave Trade.

The "*Paquete de Mossamedes*" is an American-built vessel of about 250 tons, zinc bottomed, and of very clumsy appearance, painted black, with a narrow white streak, and black mast-heads. She was sold about April last to a Portuguese subject, and is sailing under a provisional passport or register granted her by His Most Faithful Majesty's Consul at Rio Janeiro authorizing her to assume the flag of Portugal, and to proceed to Lisbon, *via* this port, within the space of one year from the date thereof, with a view of obtaining permanent papers as a Portuguese vessel, in accordance with the laws of Portugal. Instead of proceeding hence to Lisbon, however, for the purpose mentioned, she is now allowed to clear out here on a return voyage to Rio Janeiro, still sailing under the provisional register referred to.

I have spoken to the Governor-General respecting this vessel, and requested him to cause a strict investigation to be made as to her proceedings, in order to ascertain whether any just grounds exist for suspicion against her. His Excellency in reply, admitted his belief in the suspicious character of the "*Paquete de Mossamedes*," but declared his inability to interfere with her so long as she keeps within the letter of the law. It is consequently impossible for me, through the Portuguese authorities here, to interpose any effectual check to this vessel's proceedings; and I have it only left to me, therefore, to request that should she be fallen in with by any of Her Majesty's cruisers on this coast, she may be subjected to a rigid examination under the Treaty with Portugal of 1842.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 66.

Her Majesty's Commissioner to Earl Russell.—(Received November 11.)

My Lord,

Loanda, September 16, 1862.

I HAVE the honour to acquaint your Lordship that Her Majesty's ship "Zebra," Commander Hoskins, whilst cruising about eighty miles west of Black Point to the north of the River Congo, on the 27th ultimo, captured a schooner of about 200 tons, completely fitted to receive slaves, and without papers or colours.

2. The captain of this vessel, who has been long employed in the Traffic, and was captured on a former occasion by one of Her Majesty's ships, declined to give any information respecting her; but she is supposed to have been named the "*Volador*;" and she had on board a crew of twelve Spaniards, from whom it was ascertained that she left Cuba in company with two other slave-vessels; and that having communicated with Kilongo, she was, according to an arrangement made with the slave-dealers at that place, waiting in the offing for twenty days while her slaves were being collected.

3. Commander Hoskins finding the prize to be wholly unseaworthy, caused her to be surveyed; and on receiving the report of the officers appointed to perform that service, he totally destroyed her by fire, and purposes sending the case to be adjudged before the Vice-Admiralty Court at St. Helena.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 67.

Her Majesty's Commissioner to Earl Russell.—(Received November 15.)

My Lord,

Loanda, September 17, 1862.

WITH my despatch of the 20th ultimo, I had the honour of laying before your Lordship a copy of a communication addressed by me to the Governor-General of this province on the subject of the sailing of the Portuguese brigantine "*Paquete de Loanda*," which was shortly afterwards captured by Her Majesty's ship "Antelope" with slaves on board.

2. To that communication I received a reply, translation of which I now beg leave to subjoin (Inclosure No. 1), expressed in terms similar to those which have been of late uniformly employed by the Local Government to evade the just fulfilment of the Laws and Treaty. A hope is therein expressed that I would be able to furnish some "positive document" or other proof of slaves having been shipped on board the "*Paquete de Loanda*," without which it is said that the forfeiture of the bond cannot take place until the expiration of time established by law; and with reference to my suggestion that extreme vigilance should be observed in regard to vessels leaving this port with cattle for the Congo, his Excellency inquires whether it is my wish to extinguish this and all other branches of commerce between Loanda and the ports of the North.

It is then alleged that casks are brought from England and sold in the River Congo at a more reasonable rate than they can be procured here; and various

observations are made upon the expediency of prohibiting the trade in powder and arms on this part of the coast, with a view of checking the Slave Trade.

3. In my rejoinder (Inclosure No. 2), after having stated that it was not in my power to furnish these positive and precise proofs respecting the proceedings of the vessel in question which the Governor-General required, I felt it my duty firmly but respectfully to disavow any such intention as had been attributed to me in regard to impeding licit commerce with the ports of the north.

Respecting the facilities with which it was alleged that vessels about to be employed in the Slave Trade could fit out for that purpose in the River Congo, I expressed my conviction that if his Excellency could now, or at any future time, furnish me with the details of any case in which casks had been supplied by British merchants for the equipment of slave-vessels, Her Majesty's Government would immediately take steps to meet the case.

I deemed it best to refrain from entering into any discussion with the Governor-General as regards the proposed prohibition of the trade in powder and arms, and I will now take the liberty only of saying, that although the pernicious effects of such a measure on British commerce in this quarter might be extensively felt, its assumed utility in discountenancing the Trade in Slaves would be found, I conceive, very illusory.

4. On the 3rd instant I received another despatch (Inclosure No. 3), in which no further allusion is made to the several irrelevant topics above referred to; but it would appear that the tenour of my despatch of the 19th ultimo has been misinterpreted in regard to the proofs of which it was supposed I was in possession, and I am informed that, as they could not be furnished by me, the Governor-General had issued directions to the Crown Attorney to institute a judicial inquiry into the matter.

5. The following day I forwarded a reply to the Governor-General, in which I limited myself to an explanation of the sense in which I had previously stated that the rumours respecting the "*Paquete de Loanda*" had been, in my opinion, confirmed, and I trust your Lordship will consider the terms in which I addressed his Excellency in this, as well as in my antecedent despatch, as meriting your approbation and support.

6. Soon after I had transmitted the above reply, I received a communication from the Judge, requesting me to appear in Court on "a matter of public interest" ("a bem de serviço publico"); and on my doing so, the question was put to me whether I wished to lodge a criminal information against the parties concerned in the "*Paquete de Loanda*," and whether I had any proofs to present of the illicit employment of that vessel.

7. In reply I stated that I did not consider it formed any part of my duty to take steps to indicate such violations of the laws of the country, and that having, as British Commissioner, officially communicated to the Governor-General all the information which had reached me respecting the movements of the vessel in question, I must leave it to his Excellency to make such use of the powers with which he was armed as he might deem best calculated to promote the ends of justice.

8. It remains now to be seen what endeavours may be made by the local authorities for investigating this matter, and for enforcing the penalties of the law against the parties who signed the bond that the "*Paquete de Loanda*" should not be employed in the Slave Trade; but from the obstacles which constantly arise in the course of legal proceedings here for the suppression of the Slave Trade, I fear that it is almost hopeless to expect that the bond will be forfeited.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 67.

Letter From to Her Majesty's Commissioner.

(Translation.)
Sir,

Palace of the Government, Loanda, August 28, 1862.

THIS Excellency the Governor-General of this Province has seen your despatch dated the 19th instant, in the first part of which you mention that the British steamer "*Antelope*," while cruising on the 4th June last in the neighbourhood of the River Congo, captured a vessel with 558 slaves, and that this vessel having been carefully examined, was found proceeding on her voyage destitute of nationality.

2. In the 3rd paragraph of your despatch you say that having been informed that this was the Portuguese

brigantine "*Paquets de Loanda*," which left this port on the 22nd May last, with a cargo of cattle for the River Congo, you inquired into this matter and found this report to be correct.

3. As the case provided for in the Royal Portaria of the 14th February, 1854, now occurs, there not being in this Province a Consul or Representative of the British Government, the Governor-General orders that I reply to you as follows:—

4. His Excellency would be very glad if you could furnish him with proofs of the fact referred to, in order that he might be able to institute proceedings thereon.

5. You add, moreover, in the same paragraph, that "it will not escape the penetration of his Excellency that the practice of carrying cattle to the River Congo tends greatly to facilitate the violation of the law unless additional precautions are taken respecting ships employed in that manner, inasmuch as the articles necessary for conveying cattle are precisely those which constitute a Slave Trade equipment, such as water-casks and other articles."

His Excellency does not know to what new series of precautions you refer beyond those prescribed in the Treaty of the 3rd July, 1842. Those precautions are always taken when the case provided for occurs, and in general they even exceed those prescribed by the law,—the ships of this province instead of one bond giving two. With respect to what you say as to the practice of conveying cattle, would you wish that this branch of commerce should be prohibited, as well as all others successively, so that the navigation between Loanda and the ports to the north should thus be rendered impossible?

6. If there are any ships which, sailing from this port, are employed in illicit commerce, they do not require water, inasmuch as they can find it cheaper on any point of the coast, especially in the River Congo; nor do they require either to take casks or any other articles from this port, which would uselessly give rise to serious suspicions, because illicit commerce, without excepting even the English, furnishes in all ports on the coast, and without infringing the Treaties, the articles necessary for the most extensive Slave Trade, and principally manufactured goods, the greater part of which is English, for the purchase of slaves. Cask staves in great quantities are brought from England and sold in the River Congo and its vicinity to whoever wishes to buy them, and for whatever purpose they may be required, at the rate of 40 reis per gallon, or 5\$200 (14s. 6d.) each. In Loanda the same casks would cost about 8\$800 (24s.) and there are not sufficient of them for the requirements of commerce.

This evil is certainly very difficult to remedy without considerably embarrassing licit commerce.

Nevertheless some goods might be prohibited, such as powder and arms, now almost exclusively furnished by English commerce. These two last-named articles contribute at present more than any others to increase the discords in this part of the African territory, and more than any other to attract the negroes from the interior, who bring down and sell slaves at the points where these goods can be obtained.

7. The suppression of the trade in arms and powder would be a measure of international good faith, and of great importance in contributing powerfully towards the attainment of the desired end—the extinction of the traffic for which the Treaties were framed. Certainly those Governments, animated by philanthropic sentiments, and which feel so lively an interest in the complete suppression of the Slave Trade, cannot omit to take into consideration a measure of this nature the moment it may be brought before them, nor would they sacrifice a cause so important to the comparatively insignificant profits of so prejudicial a branch of commerce.

8. You well know that some days since a British steamer of war was in this port with a cargo of Africans, which she was conveying to the Island of St. Helena, and that those Africans were found on board of a vessel which the British cruiser sank off Devil's Point, near Cabenda, according to the information received, after having transhipped the negroes. You are aware also that this craft was built on the coast, and found there all means of construction, equipment, and lading.

9. In the fourth paragraph of your despatch you say that it can only be ascertained through the proceedings of the Public Department here whether the vessel in question left this port in conformity with the Treaty and with Portuguese law, giving bond for the extraordinary number of casks, and also that they should not be employed in illicit commerce.

10. No ship has left this port without entering into the proper bonds, and thus the brigantine "*Paquete de Loanda*" proceeded on her voyage. She did not take any "extraordinary number of casks for water, or any other vessels to contain liquid," as is expressed in Section 6, paragraph 9, of the Treaty of the 3rd July, 1842. She left this with the water necessary for her crew and for a cargo of twenty-five bullocks, of which four belonged to the French Station, and were sent by the contractor, being legally manifested and despatched, and having even left five of the water-casks which she had on board when she arrived in this port. So careful are the officials in the Public Departments upon this point, that even you, in a despatch dated the 24th March last, complained to the General Government of the want of principles of humanity in the case of a Portuguese ship which had been met at sea, bound to St. Thomas' with passengers, and in want of water.

11. Finally, you dwell upon the necessity of causing a strict inquiry to be made, in order that the fine may be enforced, and due punishment inflicted on the culprits, if there be any. This cannot take place before the expiration of the period established by law unless by means of a criminal process, to found which it would be necessary for you or some other person to furnish a positive document, which his Excellency would be very glad to receive in order to proceed immediately against the parties suspected.

God preserve, &c.

In the absence of the Secretary-General,
(Signed) MANUEL DA SILVA FRANCO, *Official Maior*.

Inclosure 2 in No. 67.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, August 29, 1862.

I DULY received the despatch which, under your Excellency's directions, was addressed to me in reply to mine of the 19th instant, relative to the capture of the Portuguese brigantine "*Paquets de Loanda*" with 558 slaves, who had been shipped on board that vessel only a few days after her departure from this port.

2. The interpretation of the Royal Portaria of the 14th of February, 1854, has been brought into question in this despatch, but I must respectfully decline to enter again into any discussion with your Excellency upon that point; I shall still, however, feel it my bounden duty, whether there be a British Consul in this province or not, to continue as heretofore, in accordance with the right conferred upon me in that Portaria, and in obedience to

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instructions which I hold from Her Majesty's Government, to communicate to your Excellency any information I may receive calculated to bring to a successful issue the humane exertions of the Governments which we have respectively the honour to serve.

3. I am sorry to say that it is not in my power to furnish your Excellency with those positive and precise proofs respecting the illicit employment of the "*Paquete de Loanda*" which, in your opinion, appear to be necessary to enable you to pursue the investigations into this matter, but I will lose no time in transmitting a copy of your Excellency's despatch for the information of Her Majesty's Government.

4. With reference to that passage in your Excellency's despatch which relates to the conveying of cattle to the River Congo, I am glad to find that you do not deny that this practice may tend to facilitate the evasion of the law, but I cannot conceal my surprise that in such cases the necessary precautions should not have occurred to you; and I shall hope that your Excellency, as the Representative of His Most Faithful Majesty, will adopt such administrative measures as may prove that Portugal is as anxious and determined as Great Britain to carry out the Treaty, not alone in its letter, but also in its spirit.

5. Because I suggested that vessels employed in carrying cattle to the River Congo should be subjected to a strict surveillance, your Excellency asks me whether I wish to prohibit this branch of commerce, and you, moreover, inquire if I desire to extinguish all navigation between Loanda and the ports of the North. Your Excellency has strangely mistaken me. I must disavow any such views, and I but deem it due to myself to add that, throughout my long residence in this province, I have never lost an opportunity of impressing, both verbally and in writing, upon the several Portuguese authorities with whom I have had the honour to be associated, the necessity of fostering and encouraging all branches of lawful commerce as the surest means of supplanting the Traffic in Slaves—a Traffic equally opposed to the interests of humanity and to the prosperity of Angola; nor, indeed, have I refrained from expressing these same views to the Government of the Queen on every suitable occasion.

6. Adverting to the intimation thrown out by your Excellency to the effect that British merchants supply the casks requisite for the equipment of slave-vessels, I feel it incumbent on me to request that your Excellency will have the goodness to communicate to me the details of any case of this sort which at any time have come or hereafter may come to your knowledge; for if Her Majesty's Government can be furnished with the slightest information that assistance or encouragement has been afforded to this hateful traffic by British subjects, such information, I feel assured, would be acted on vigorously and efficaciously.

7. Your Excellency appears to think that the prohibition of the trade in powder and arms would essentially contribute towards the suppression of the Slave Trade in this quarter. Permit me upon this point, with all due deference, to differ from your Excellency; but as this is a measure I hardly feel called upon to discuss on the present occasion, I will limit myself to suggesting that it should be left to the consideration of our respective Governments.

8. In expressing your opinion that it is not necessary for vessels engaged in illicit commerce to have recourse to Loanda to prepare for the reception of slaves, your Excellency loses sight of the fact that although those articles of equipment, the prices of which are mentioned in your despatch, may be obtained at a more reasonable rate at the ports of shipment, yet the advantages gained by avoiding the additional risks caused by detention at those places would more than compensate the slave-dealers for any extra expense which might be incurred in fitting their vessels out here.

9. In support of the opinion above referred to, your Excellency cites the case of another small craft, captured by Her Majesty's ship "*Antelope*" in the same locality as the "*Paquete de Loanda*," which, it is asserted, was "built, fitted out, and laden with slaves on the coast." It is true, so far as my information extends, that this vessel was built by the natives at Cabenda, but with respect to her fittings and cargo I regret to have to say that there are circumstances connected with her capture which, no less than in that of the "*Paquete de Loanda*," demonstrate the complicity of some parties in this city, and prove that Portuguese subjects were deeply concerned in this inhuman and criminal speculation.

10. The vessel your Excellency alludes to was fitted out by the American whaler "*Joshua Bragdon*," then cruising off Cabenda; her slave-fittings and her provisions, such as mess-kits, spoons, beans, rice, salt-beef, and medical stores, were sent from this city; and I have ascertained that the Africans found on board this vessel were embarked by two Portuguese subjects, notorious slave-dealers in the River Congo, named João Nicolai de Barros and D. F. Carvalho.

11. In conclusion, whilst on the one hand I cannot but regret, Excellent Sir, that the motive which dictated my despatch of the 24th March last appears to have been misinterpreted, on the other I learn with satisfaction from your despatch that no ships have left this port without entering into the bonds required by law, and it only remains for me to add the expression of my hope that those bonds may be duly enforced in the cases with which it has been my unpleasant duty to occupy your Excellency's attention, viz., those of the Portuguese vessels "*Sophia*" and "*Paquete de Loanda*," both of which cleared out from hence with cattle for the North, and subsequently shipped slaves; as well as that of the "*Gilpin's Bride*," likewise a Portuguese vessel, which is well known to have been employed in the same iniquitous Traffic more than twelve months ago, and that such other measures may be taken as may defeat and bring to punishment future Slave Trade undertakings in the Province under your Excellency's administration.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure 3 in No. 67.

Senhor Franco to Her Majesty's Commissioner.

(Translation.)

Sir,

Office of the Secretary of the Government, Loanda, September 2, 1862.

HIS Excellency the Governor-General of this Province has seen your despatch of the 29th August, received to-day.

Not having at present time to enter into the different matters referred to in that despatch with reference to the one which was addressed to you from this Office on the 28th of the same month, which will be done on a better opportunity, his Excellency commands me to reply as follows upon the principal points:—

Under date the 28th last month, by order of the Governor-General I stated, with reference to the fact denounced by you of the brigantine "*Paquete de Loanda*" being employed in the Slave Trade, that "his Excellency would be very glad if you could furnish him with the proofs of the fact referred to, so that he might be able to form upon them the basis of legal proceedings."

In the last paragraph of your despatch of the 19th ultimo, you say that the Governor-General will recognize

the necessity of instituting a severe inquiry "for the purpose of duly enforcing the penalty and bringing to punishment the parties involved in this scandalous transaction." To this I replied in the above-mentioned despatch: "This (the enforcement of the penalty and the punishment for which you asked) cannot take place before the expiration of the time established by law unless by means of a criminal process, to ground which it would be necessary that you or some other person should furnish a positive document, which his Excellency would be very glad of, in order to cause proceedings to be taken immediately against the parties indicated."

The Governor-General is sorry that now you cannot furnish him with this positive proof, which might be either documentary, oral, or in any other form which you might consider convenient, having stated in your despatch of the 19th August that "after having duly inquired into this matter you at once obtained such information as proved the veracity of these rumours."

If you had furnished the particulars which proved, as you say, the veracity of these rumours, proceedings would have been immediately instituted. A judicial inquiry was unnecessary, inasmuch as you said you had the proofs which you could furnish directly or by means of any other person.

In the third paragraph of your last despatch you say, you regret that you cannot furnish his Excellency with those positive and precise proofs respecting the illicit employment of the "*Paquete de Loanda*." Now this very much alters the case, and is not what you said in your former despatch respecting the information you obtained with so much facility, and which proved the veracity of these rumours. In this latter case a judicial inquiry shall be instituted, and orders have therefore been given to the Crown Attorney for that purpose.

God preserve, &c.

In the absence of the Secretary-General,
(Signed) MANUEL DA SILVA FRANCO, *Official Major*.

Inclosure 4 in No. 67.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, September 4, 1862.

I HASTEN to acknowledge the receipt of an official communication addressed to me, by command of your Excellency, in reply to mine of the 20th ultimo, respecting the illicit employment of the "*Paquete de Loanda*."

From this despatch I perceive that your Excellency expected me to supply you with such proofs of the transaction referred to as might serve to form the basis of judicial proceedings against the parties implicated therein.

In reply, I take leave to observe that in stating the information which I had received "verified the rumours," I of course supposed your Excellency would have understood that I had satisfied my own mind of their correctness. Such was my meaning. I now beg to state that in this as in all similar denouncements, I have purposely refrained from bringing mere rumours under your Excellency's notice until I have obtained sufficient confirmation thereof to induce me to give them full credence.

I may be permitted to add that this confirmation of the reports respecting the "*Paquete de Loanda*" was not, as your Excellency says, obtained with great facility, but after patient and diligent inquiry.

It is no part of my duty, however, to prosecute before the Courts of Justice here in such cases, and I must leave it to your Excellency, who has at your command the administrative and police organization of the Province, to ascertain the details requisite to bring the offenders to punishment, and by the exercise of due vigilance and energy to prevent a recurrence of such transactions.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 68.

Her Majesty's Commissioner to Earl Russell.—(Received November 15.)

(Extract.)

Loanda, September 27, 1862.

I HAVE the honour to acquaint your Lordship that on the 17th instant his Excellency José Baptista d'Andrade arrived at this place to assume the office of Governor-General of this province, to which His Majesty the King of Portugal has lately appointed him in the room of Major Sebastião Lopes de Calheiros e Menezes, who has been "exonerated" from the government.

2. Having, according to the usual practice, attended, by invitation, the ceremony of his Excellency's inauguration, I afterwards took an early opportunity of personally tendering my respects. Senhor Andrade, who is a captain in the Portuguese navy, and has seen much service in this part of Africa in command of cruizers, as Governor of Ambriz, and in other offices of trust, has been selected for the important functions now assigned to him in consequence of his high character and his intimate acquaintance with the affairs of this Colony; and I am inclined to hope that that supineness in the fulfilment of the Treaty regarding the Traffic in Slaves which it has of late been so frequently my duty to detail to your Lordship will no longer mark the administration of the Government of this province.

3. At the audience I briefly explained to Senhor Andrade that it was no less the express desire of Her Majesty's Government than my own individual wish to act in perfect accord with his Excellency and with all the authorities of His Most

Faithful Majesty in carrying out the special duties confided to my care, and I expressed a hope that on matters connected with those duties Her Majesty's Commissioners would no longer meet with any obstruction in corresponding directly with the General Government of this province.

4. In reply, his Excellency assured me that it was his earnest wish to maintain always the best understanding with the British functionaries here, and although on his assumption of the government he had purposely refrained from making any public announcement of his intended policy, it would ever be his desire to uphold the honour of his country by a scrupulous fulfilment of the Treaty for the extinction of the Traffic in Slaves, and that he should feel happy in communicating with me at any time, either personally or by letter, for the furtherance of that desirable object.

5. Senhor Calheiros, on the occasion of his publicly resigning the reins of government to his successor, delivered an address, in which, after giving a succinct review of the present state of the province, financial and political, and the unsatisfactory nature of the relations existing with some of the native tribes in the interior, he spoke as follows :—

"I ought now to refer to a matter of great importance. At the commencement of my administration, the amicable relations between the General Government of this province and the Commander of the United States' naval forces were seriously threatened; they were not, however, interrupted, and the solution was satisfactory.

"The demands which the Agents of Her Britannic Majesty have at various times pressed upon this General Government have been met in accordance with the law, and as became the dignity of the nation.

"The relations with the Commander of the naval forces of His Majesty the Emperor of the French have been most cordial."

6. Senhor Calheiros leaves this to-morrow for Lisbon in the Portuguese mail-steamer "Zaire," and the person who has held the office of Secretary-General under his administration has also been removed.

No. 69.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, November 24, 1862.

I HAVE received your despatch of the 20th of August last, relating to the capture of the Portuguese brigantine "*Paquete de Loanda*," with slaves on board, which vessel cleared from Loanda on the 23rd of May last, with cattle on board for the River Congo; and I have to convey to you my approval of the note which you addressed to the Governor-General of Angola, requesting that inquiry might be made, with the view to proceedings being adopted against the parties implicated in this affair.

I am, &c.
(Signed) RUSSELL.

No. 70.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, November 24, 1862.

I HAVE to acquaint you that I approve your proceedings as reported in your despatch of the 20th of August last, in regard to the Portuguese brigantine "*Paquete de Mossamedes*," suspected of being destined to be employed in the Slave Trade.

I am, &c.
(Signed) RUSSELL.

No. 71.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, December 23, 1862.

I HAVE received your despatch of the 17th of September last, inclosing copies of a further correspondence between the Governor-General of Angola and yourself, relative to the case of the Portuguese brigantine "*Paquete de Loanda*," which sailed from Loanda with a cargo of cattle for the Congo River, and was shortly afterwards captured by a British cruizer with slaves on board; and I have to acquaint you that I approve the communications addressed by you to the Governor-General in this matter.

I am, &c.
(Signed) RUSSELL.

LOANDA. (*Board of Superintendence.*)

No. 72.

Her Majesty's Commissioner to Earl Russell.—(Received April 2, 1862.)

My Lord,

Loanda, December 21, 1861.

I HAVE the honour to acquaint your Lordship, that having convened a meeting of the Board of Superintendence on the 20th of October last, for the purpose of resuming my seat as a member thereof, I found that neither his Excellency the Governor-General nor Her Majesty's Acting Commissioner, who had been officiating during my absence from my post, had taken the oath required by the IIIrd Article of Annex C to the Treaty of the 3rd July, 1842, before entering upon the duties of their offices.

I accordingly felt it my duty to propose that, before the Board proceeded to transact any business, his Excellency should take the prescribed oath, to which, after some hesitation, he assented; and having done so in the presence of the principal Magistrate of the place, the Board met yesterday, and ordered that the fact should be duly entered on its records.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 73.

Her Majesty's Commissioner to Earl Russell.—(Received April 2, 1862.)

My Lord,

Loanda, December 29, 1861.

I BEG leave to report to your Lordship that, at a meeting of the Board of Superintendence yesterday, I proposed to his Excellency the Governor-General that, in consequence of the prolonged absence of Señor Constantino Antonio Vares Ferro, who has for some years past held the office of Curator of Liberated Negroes, Senhor Manoel Alves de Castro Francina, the gentleman who has been employed as Assistant Curator, and since 1857 discharged the duties of the office to the entire satisfaction of my late colleague Governor Amaral and myself, should be confirmed.

His Excellency at once acquiesced in this proposal; and Senhor Castro Francina having accordingly been appointed Curator, the oath prescribed by the IVth Article of Annex C was duly taken by him before the Board, and a record of the fact entered on the Minutes.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 74.

Her Majesty's Commissioner to Earl Russell.—(Received April 2.)

My Lord,

Loanda, December 31, 1861.

THE Board of Superintendence having recently been reconstituted, in conformity with the stipulations of Annex C to the Treaty of the 3rd July, 1842, as my previous despatches of this series will have informed your Lordship, the first step which it appeared to me necessary to take was to legalize the course taken by the members who sat at its meetings in May last, inasmuch as the fact of neither of

those gentlemen having taken the oath prescribed in the IIIrd Article of the Annex referred to, before entering upon their offices, rendered all their acts, in my opinion, *ipso facto* invalid, and of none effect.

2. I ascertained that the individuals amongst whom a portion of the emancipated negroes had been distributed by the orders of the Governor-General and Her Majesty's Acting Commissioner in May last, were willing to retain their services, and that the negroes themselves were satisfied with their present situations, therefore it did not seem to me necessary that the arrangements which had been previously made should be cancelled or revoked; but I submitted to my colleague the Governor-General a proposal that the Board, being now regularly and legally constituted, should enter on its Minutes a formal confirmation of those arrangements.

3. Your Lordship will perceive, from the extract of the Minute of Session of the 28th instant (a translation of which I do myself the honour to subjoin), that the Governor-General concurred in this proposal, adding, however, certain counter-observations and opinions of his own upon this point which I did not deem it requisite to combat, or even to reply to, inasmuch as the Board had virtually adopted the proposal submitted by me.

4. After considerable difficulty, my Lord, I have succeeded in learning that the whole of the negroes who were brought into this port with the launches adjudged by the Mixed Commission during my absence from my post, were handed over to the Department of Public Works at this place, and there remained employed as common labourers until a meeting of the Board of Superintendence was convened by the Governor-General on the 1st May, 1861, seven months after their emancipation.

5. There is nothing on record in the archives of the Mixed Court to show the number that died in the interval between the capture of those launches and the promulgation of the sentences, nor how many of them actually received certificates of emancipation from the Court. All that it is now possible to establish with any degree of certainty is, that 108 were captured, that 98 were delivered over to the Department of Public Works, and 72 transferred, on the date above mentioned, to the charge of the Board of Superintendence. It has been quite out of my power to arrive at any satisfactory conclusion as to the manner in which the remaining 36 were disposed of; but it certainly does seem to exceed credibility that this proportion could have died in the period intervening between their capture and their being transferred to the charge of the Board of Superintendence; and the circumstance of so many being deficient cannot fail to excite the worst suspicions as to the conduct of those under whose care those unfortunate beings were improperly placed.

6. The 72 emancipated negroes delivered over to the Curator on the 1st May, 1861, are all, under these circumstances, that the present Board can be called upon to account for, and I am able to assure your Lordship that I shall spare no effort in securing to the survivors of those people the full enjoyment of the benefits stipulated for them by the Treaty.

7. By an early opportunity I shall have the honour of handing to your Lordship a list of the several individuals to whom the Africans are now apprenticed out, showing the numbers conceded to each person, and their occupations.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure in No. 74.

Extract of the Minute of Session of the Board of Superintendence of December 28, 1861.

(Translation.)

Present:

His Excellency the Governor-General.

Edmund Gabriel, Esq., British Commissioner.

Señor Manuel Alves de Castro Francina, Curator and Acting Secretary.

It was stated by Mr. Gabriel that, in his opinion, the proceedings of the Board, as recorded in the Minutes of Session of the 1st and 15th May, 1861, require to be legalised, inasmuch as neither his Excellency the Governor-General, nor Sir Henry Huntley, the British Arbitrator acting in the absence of him the British Commissioner, had previously taken the oath required by Article III of Annex C to the Treaty. He, therefore, proposed that the Board, being now legally constituted, should adopt and confirm the arrangements previously made, as set forth in the Minutes of the above-mentioned dates.

His Excellency the Governor-General replied that, although in his opinion the Board of Superintendence had been regularly constituted, and the resolutions passed by it were therefore perfectly legal, he had no hesitation

in acquiescing in the proposal of the British Commissioner, inasmuch as it amounted to nothing more than a ratification of the proceedings which had been already taken, without thereby giving any additional legality to those proceedings. He therefore considered as legal and ratified the acts of the Board recorded in the Minutes of the 1st and 15th May, 1861.

No. 75.

Her Majesty's Commissioner to Earl Russell.—(Received April 2.)

My Lord,

Loanda, January 5, 1862.

HEREWITH I have the honour to inclose, for your Lordship's information, a translation of the Report for the Quarter ended on the 31st ultimo, received by the Board of Superintendence of Liberated Negroes from the Curator.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure in No. 75.

Report of the Curator of Liberated Africans.

(Translation.)

I HAVE the honour to report to the Board of Superintendence of Liberated Negroes that, during the quarter ending yesterday, I visited at different times the liberated negroes in charge of the Board, and found—

1. That they are properly treated.
2. That the liberated negroes entrusted to private individuals are employed in various domestic occupations, and that those conceded to the Municipal Chamber are in the service of the town.
3. That the Municipal Chamber, having intimated to the Board in a despatch dated the 25th November last, that it no longer required the services of 27 of the liberated negroes, which had been conceded to it, they were therefore returned to the Government depôt. One of them died in the hospital on the 10th December last, 23 were distributed amongst private individuals, and 3 are yet in the said depôt.

St. Paul de Loanda, January 1, 1862.

(Signed) M. A. CASTRO FRANCINA, *Curator.*

No. 76.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, April 17, 1862.

I HAVE to acquaint you that I approve your proceedings as reported in your despatch of the 31st December last, relating to the disposal of the negroes captured on board the launches that have been recently condemned in the Mixed Commission Court at Loanda.

I have, however, to observe, that there appears to have been great neglect in having delayed for seven months to assemble the Board of Superintendence for the purpose of taking charge of these liberated Africans.

I am, &c.
(Signed) RUSSELL.

No. 77.

Her Majesty's Commissioner to Earl Russell.—(Received July 10.)

My Lord,

Loanda, April 5, 1862.

HEREWITH I have the honour to inclose, for your Lordship's information, a translation of the Report for the quarter ended on the 31st ultimo, received by the Board of Superintendence of Liberated Negroes from the Curator.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure in No. 77.

Report of the Curator of Liberated Africans.

(Translation.)

I HAVE the honour to bring to the knowledge of the Board of Superintendence of Liberated Negroes that, during the quarter ending yesterday, I visited at different times the libertos in charge of the said Board, and found as follows:—

1. That they are properly treated.
2. That the libertos in the service of private individuals are, for the most part, employed in domestic occupations, and some in agriculture, in the suburbs of the city, and that those remaining in charge of the Municipal Chamber are employed in the service of the town.
3. That the liberto Paulo Sumbo, who was conceded to Antonio Joaquim Carneiro Homem, returned to the Government dépôt on the 17th of January last, the said individual no longer wishing to retain his services.
4. That on the 18th of January last the liberto Vula, who had been conceded to Joaquim Fernandes Moreira da Costa, died of diarrhœa, and that I ordered the corpse to be interred after having duly identified the same.
5. That the Municipal Chamber, by letter of the 7th of February last, stated that it no longer wished to retain the services of the three libertos of whom it had retained charge in December last year, and they were accordingly returned to the Government dépôt. It communicated also the death in the hospital of the other three libertos, and that the negress Adriana Huelle was under treatment there.

It appears also from information subsequently received that this negress also died in the hospital, but that the Municipal Chamber was not made acquainted with it; and therefore there are now in charge of the said Chamber only six libertos.

St. Paul de Loanda, April 1, 1862.

(Signed)

M. A. DE CASTRO FRANCINA, *Curator.*

No. 78.

Her Majesty's Commissioner to Earl Russell.—(Received August 11.)

My Lord,

Loanda, June 10, 1862.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 17th April last, approving of my proceedings as reported in my despatch dated the 31st December last, relating to the disposal of the negroes captured on board the launches condemned in the Mixed Commission at this place in 1860.

Your Lordship observes, however, that there appears to have been great neglect in having delayed for seven months to assemble the Board of Superintendence, for the purpose of taking charge of Liberated Africans.

Whilst returning your Lordship my best acknowledgments for the approval of my proceedings, as conveyed in the above-mentioned despatch, I trust I may at the same time be permitted to observe that I am in no way responsible for the delay which occurred in reconstituting the Board of Superintendence, inasmuch as I was on leave of absence throughout the whole of that period; and it was only on resuming my duties in September last, that after considerable difficulty I succeeded in ascertaining how and when the negroes liberated during my absence had been disposed of.

I have, &c.

(Signed)

EDMUND GABRIEL.

No. 79.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, July 5, 1862.

WITH this despatch I have the honour to submit to your Lordship a translation of the Report addressed to the Board of Superintendence by the Curator for the quarter ended on the 30th ultimo.

I have, &c.

(Signed)

EDMUND GABRIEL.

Inclosure in No. 79.

Report of the Curator of Liberated Africans.

(Translation.)

I HAVE the honour to bring to the knowledge of the Board of Superintendence of Liberated Negroes that, in the course of the quarter ended yesterday, I visited at different times the libertos in charge of the said Board, and found—

1st. That they are properly treated.

2ndly. That the libertos in the service of private individuals are employed, some in domestic occupations, and others in agriculture in the suburbs of the city; those of the Corporation being engaged in the service of the town.

3rdly. That the negress Christina, who was in charge of Francisco Martino Gomes Teixeira, was returned to the Government depôt on the 8th of April last; the said Teixeira having discharged her.

4thly. That, on the 27th of April, the liberto Pedro Canga, who was in the service of Dona Thereza de Aguiar e Castro, died, and the body, after being duly identified, was interred. That the liberto João disappeared from the service of the said Dona Thereza without any justifiable cause.

5thly. That there returned to the Government depôt, on the 27th of May, the negresses Maria and Isabel, who were captured by the police in the suburbs of the city, having deserted before the distribution of the Liberated Negroes had taken place.

6thly. That, on the 20th of June, the liberto Sabi, who was in the service of Francisco Barboza Rodrigues, died under medical treatment in the hospital; and the liberto named João has disappeared from the service of the said Barboza.

St. Paul de Loanda, July 1, 1862.

(Signed)

MANUEL ALVES DE CASTRO FRANCINA, *Curator.*

No. 80.

Her Majesty's Commissioner to Earl Russell.—(Received December 2.)

My Lord,

Loanda, October 5, 1862.

INCLOSED I have the honour to lay before your Lordship a translation of the Report for the quarter ended the 30th ultimo, received from the Curator by the Board of Superintendence of Liberated Negroes.

I have, &c.

(Signed)

EDMUND GABRIEL.

Inclosure in No. 80.

Report of the Curator of Liberated Africans.

(Translation.)

I HAVE the honour to inform the Board of Superintendence of Liberated Negroes that during the quarter ended yesterday, I visited several times the libertos under the care of the Board, and found—

1. That they were properly treated.

2. That the libertos conceded to private individuals were employed, some in domestic occupations, others in labour in the suburbs of the city, and those hired by the municipality, in the public service of the town.

3. It appears that the liberto João, who had, as stated in the report for the second quarter, absconded from D. Thereza de Aguiar Castro, has returned to the service of the said lady.

4. That the liberta Marianna, who was conceded to Ignacio José de Moraes, junior, has been discharged from the hospital, where she had been under treatment since the 6th September.

5. That on the 10th of the same month the liberta Thomasia, conceded to Luiz Gomes de Carvalho Vieira, died.

St. Paul de Loanda, October 1, 1862.

(Signed)

MANUEL ALVES DE CASTRO FRANCINA, *Curator.*

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

No. 81.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at St. Paul de Loanda, November 18, 1861.

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's Acting Commissioner at Loanda in August last brought under my notice a practice that is now being carried on by direction of the Portuguese authorities of shipping, principally by the periodical packets, so-called free negroes or emigrants from that place to the Island of St. Thomas, in apparent contravention of the existing Treaty between Great Britain and Portugal.

The Governor being absent, and the services of the "Arrogant" urgently required elsewhere, I was unable at that moment officially to look into the matter, but, on my return to Loanda a few days since, I lost no time in communicating with the Governor, which I preferred doing in the first instance personally, and in the presence of Mr. Gabriel, rather than enter into any correspondence.

As all the bearings and working of this new scheme have already been so fully reported upon by the Commissioners to the Foreign Office, it is not necessary that I should again on this occasion enter into any further details, but will merely express my earnest conviction that no time should be lost in arranging this important business between the two Governments, in order that our future course may be made clear, and that the serious responsibility of interfering with these packets may be avoided.

The Governor, who is a very able and intelligent man, and I believe sincerely desirous of putting down the Slave Trade, has evidently organized this new scheme, no doubt also encouraged by his own Government. At my late interview with him he did not at all attempt to evade the question; on the contrary, he assured me that it had been well considered; that he had taken, and would take, every possible precaution that only *bond fide* free blacks were embarked; that every one individually carried a passport, which he showed me, endorsed by some responsible party; and that he did not think he would be justified in preventing a free black more than he would a free white in emigrating in the manner described.

I pointed to his Excellency what abuses this practice would open the door to; that it evidently was not contemplated when the original Treaty was enacted; and I suggested to him the propriety of deferring any further shipment until the views of our Government had been ascertained on that point; but he declined acceding to my proposal.

As this matter evidently is of some importance, and might lead ultimately to unpleasant results, I trust it will not escape the earliest attention of Her Majesty's Government.

I may mention that the Island of St. Thomas is only one-tenth part cultivated; therefore labour being very valuable, it is not likely that slaves would be resold from there, but it is obviously possible, and not improbable, that at any time it might suit the convenience of the slave-dealers to do so.

I have, &c.

(Signed) W. EDMONSTONE.

No. 82.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at St. Paul de Loanda, November 18, 1861.

I HAVE the honour to transmit, for the information of the Lords Commissioners of the Admiralty, a copy of my report to the Commander-in-chief on the state of the Slave Trade between the 1st January and the 30th September, 1861.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure 1 in No. 82.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"Arrogant," at Sea, Lat. 4° 57' S., Long. 9° 55' E., November 7, 1861.

I HAVE the honour to report on the state of the Slave Trade, &c., on the West Coast of Africa, between the 1st January and 30th September, 1861, being a continuation of my letter of the 24th March last to Rear-Admiral Sir Henry Keppel, K.C.B.

As I am greatly indebted to the cruisers under my orders for the material to enable me to form my Report, and which, owing to the particular nature of the Station, has only lately reached me, I was unable to make my Report at the proper time; but as I am now in possession of information on this subject up to the 30th September from the cruisers in the Bights, having recently paid Lagos a visit, and having been personally on the South Coast, I have thought it proper to extend my Report over a period of nine months, so as to furnish you with all information on Slave Trade matters, up to as recent a date as possible, which I hope will meet your approval.

Eighty-two vessels, capable of conveying 45,143 slaves, are supposed to have been engaged in this nefarious Traffic during the period of this Report.

I am happy to say 10 vessels, capable of conveying 3,643 slaves, have been captured by Her Majesty's cruisers, thereby rescuing 1,032 human beings from slavery, 8 of these vessels being empty when taken.

In addition to which the "Bloodhound" captured a boat with 5 slaves at Batanga on the 27th of August; and Commander Wildman, of the "Philomel," was the means of releasing 11 more, the property of a Dutch subject, as brought to your notice in my letter of the 22nd September last, making a total of 1,048 slaves that we have emancipated.

In my last Report I had the honour of alluding to the successful efforts made by the United States' cruisers in putting a check to the Slave Trade under their flag. I have now the satisfaction of recording the capture of three more vessels, capable of conveying 2,800 slaves. One of them, the "Nightingale," was taken while in the act of shipping, with 960 on board, and the other two were empty; this makes a grand total of 13 vessels, capable of conveying into slavery 6,443 human beings, that have been captured by the joint exertions of the United States' and our own squadrons, the number of slaves actually released being 2,008.

It is, however, greatly to be deplored that, in spite of our mutual efforts to check the Slave Trade, no less than 15 vessels, capable of carrying away 8,400 of our fellow creatures, have escaped during the period of this Report, as shown in Inclosure 4. This is a serious increase to the number supposed to have got off between June and December 1860, viz., 5, but I am happy to say the number of vessels captured is also greater than I had the honour of showing in my last Report.

The following vessels have been fallen in with and boarded by Her Majesty's cruisers on the South Coast:—*"Lucy Johnson," "Express," "Fleet Eagle," "Brutus," "J. J. Cobb," "Mariquita,"* and the *"Thomas Watson,"* the whole under the American flag.

I think that the number of vessels that have escaped, viz., 15, having on board between 8,000 and 9,000 slaves, chiefly procured from this part of the coast, is, perhaps, under, but certainly a pretty fair average of the probable supply, obtained without delay or difficulty. I may also mention here that vessels are generally three or four weeks making their arrangements for shipping, and I consequently cannot imagine that so large a number could at different times have come across for that purpose, without being seen by either the United States' or our own cruisers.

I now beg to bring under your notice the following vessels which have been fallen in with, but not during the period of this Report:—*"Orlando,"* American, was boarded by Her Majesty's ship under my command at Sierra Leone, and the *"Justice Story,"* American, by the *"Aleto"* in the Bights; as also the Portuguese vessels *"Esperanza,"* by *"Aleto,"* at Quittah, and the *"Paquete de Porto Novo,"* off Whydah, by the *"Espoir."*

I now proceed to bring to your notice the under-mentioned vessels, all under American colours, as they have been boarded by Her Majesty's cruisers:—*"John Gilpin,"* at St. Paul de Loanda; *"St. Helena,"* at St. Paul de Loanda; *"Elizabeth,"* at the Isles de Los; *"Warren White,"* in the Bights, *"Cationida,"* in the Sherbro River; *"Lillian,"* at Sierra Leone; *"Robert Wing,"* at the Isles de Los; *"Marshall,"* in the Bights; *"George and Mary,"* whaler, on the South Coast; *"City of Manchester,"* at Cape Coast Castle; *"Said Bin Sultan,"* at Whydah; *"Seamew,"* off the Congo; *"Nye,"* whaler, off the Congo; and *"Concordia,"* whaler, off the Congo.

The vessels are in all probability honest traders, and some of them are well known as such, making regular trips to and from the coast; those fitted as whalers are, perhaps, the most suspicious out of the number.

The Slave Trade is now, with a few exceptions, entirely carried on under cover of the American flag, and taking into consideration the great protection it affords to that illegal Traffic, I think the success met with by our cruisers during the past nine months ought to be a subject of congratulation; and I feel confident that were our powers of interference not so limited, many more vessels would have been captured, as the appearance of *bond fide* slavers on this coast has been much greater than has been seen for some time.

While the withdrawal of the United States' squadron gives additional facility to the slaver, who can now carry on this barbarous Traffic with the utmost impunity, it now, more than ever, cripples our efforts to check it; for in former times a vessel under American colours having slaves on board, when met with by any of our cruisers, would prefer destroying her register and throwing her flag overboard, and thus become denationalized and a prize

to such cruiser, than be taken to an United States' vessel. Now, however, they have nothing to dread, and will, of course, defy the interference of our cruisers, whether full or empty, and the Spanish Slave Trade to the Havana will be carried on under the American flag more freely, and with less risk than ever. The number of suspicious vessels on the coast is a proof of how they appreciate the absence of the American squadron.

Should such a case happen that a vessel with slaves on board, under American colours, is met with by any of our cruisers, it would have the best effect if we were to be permitted by the United States' authorities to send her across to the States under charge of a prize crew, to be delivered over to the proper authorities; the "Saratoga" being the only American man-of-war on the station, and her movements very uncertain indeed. She, therefore, can afford little or no assistance to us in suppressing the Slave Trade.

If this course were to be adopted once or twice, it would go far to prevent the United States' flag from being any longer so openly a protection to the Spanish Slave Trade.

I need scarcely allude to the mutual good feeling that I am happy to say existed between our respective squadrons to the last: the satisfactory manner in which we have at all times co-operated is a proof of that feeling, and the capture of the "*Triton*" and "*Falmouth*," as shown in Inclosure 3, the result of such co-operation.

I am convinced that Flag Officer Inman and his officers have throughout been in earnest to put a stop to the Slave Trade from being carried on under the American flag, and had the law of the United States admitted of vessels with the usual slave-fittings only being condemned, the blow to that illegal Traffic would have been something very considerable. As it is they have taken 8 vessels capable of carrying 6,225 slaves, and succeeded in releasing 3,885 human beings from captivity during the period I have had the honour of being Senior Officer on this portion of the station under your command.

I now beg to draw your attention to the principal localities where the Slave Trade is at present carried on. In the

North Division

I fear that this inhuman Traffic has increased; 4 vessels have been captured since my last Report, and I got off from the River Nunez. King Catty is supposed to have supplied the slaves in the latter case; but as reliable information of the movements of those known to be interested in the Trade is easily procured on this part of the coast, which is the most civilized, and where legal commerce is developed to a greater extent, there is no hope of its ever reviving very much.

At present it is conducted by a Spanish Company, who employ small vessels to suit the navigation of the rivers, as will be seen on referring to Inclosure 2, but I am thankful to say as yet they cannot have succeeded in their discreditable enterprise; this, in a great measure, is owing to the exertions of Commander Smith, who has during his service on the North Coast captured 5 vessels.

It appears that slaves are procured and shipped principally in the Nunez, Pongas, Debruka, Sherbro, and in the Gallinas; but the River Pongas is without doubt the head-quarters of slavery in this Division, and the Sherbro and its neighbourhood the market from whence supplies are chiefly procured.

As King Catty is evidently engaged in connection with Mrs. Lightbourne in carrying on the Slave Trade in this river, I have issued directions, in compliance with Admiralty letter of the 24th of June last, addressed to you or the Senior Officer at Sierra Leone, to punish that Chief for breaking his Treaty with Her Majesty's Government, should sufficient proof of his having done so be established, communicating on the subject with Governor Hill.

I look forward to the permanent establishment of a timber trade in the Bagroo with great interest, as it will certainly be the means of doing away with the Slave Trade from the Sherbro in a great measure, by the wholesome check it must afford to the movements of those engaged in that illegal Traffic, as also tending to introduce legitimate commerce to a greater extent in that river.

Slaves are also occasionally taken from the Sierra Leone River in canoes, but I have not heard to what extent. The principal description of Slave Trade in the North Coast is, however, domestic. The Spanish Company already alluded to has only been recently set on foot, and appears not to have answered as yet.

That portion of the Coast over which the Liberian Government have any influence is, I am happy to say, entirely free from the taint of slavery.

I have the honour to bring under your notice some information which has reached me regarding the legal trade in this Division.

At Cape Settlement there appears to be a very flourishing trade in palm oil, cane, and other description of dye-woods, ivory, and sometimes a little gold dust; but I hear that at present we are not represented: there is, however, a factory belonging to the house of Hatton and Cookson of Liverpool, about three miles from the entrance of the Cavalla River.

The palm-oil season commences here in December, when the nut is gathered, and the oil is ready for shipment during the months of May and June; the quantity exported, exclusive of the English factory, of which no statistics could be obtained, is about 300,000 gallons annually.

The "*Falcon*" visited Cape Palmas by my order in July last, when Commander Heneage ascertained without doubt that suspicious vessels do frequently call in there, and also at Monrovia, for information of the movements of our cruisers, and to procure their letters, &c., that arrive by the mail.

The export of slaves from the Bights Division is chiefly carried on within that part of the Coast over which Dahomey's power and influence is felt, and as a rule it may be said from nowhere else in this Division to any serious extent. The usual shipping-places are Aghwey, Great and Little Popoe, and Whydah.

I have only positive knowledge of one shipment having taken place, and that is supposed to have been the "*African*" from the Coast between Quittah and Addah.

I learn, however, with regret from Major de Ruvignes, lately the Commandant at Accra, that two known slave-vessels under the American flag have been seen at anchor in the Dutch roads; in all probability they have got off, as I have not heard further news of them, nor have they been met with by any of our cruisers.

That officer also informs me that slave factories are in existence in the Volta Islands. I have therefore ordered Commander Bedingfeld to cause this part of the Coast to be constantly watched for some time to come.

In the Brass River I am happy to say this illegal Traffic has entirely ceased to exist, no vessel of a suspicious nature having been seen in its vicinity since the one captured by the "*Archer*," about two years ago; but there appears to be a little slaving in the Segama River, principally carried on during the dry season, and by small vessels. In this instance slaves are collected between the Segama and Nun, and taken outside the Bar, from whence they are shipped.

In the rivers in the Bight of Biafra the palm-oil trade has altogether superseded this nefarious Traffic, but domestic slavery still exists, and a great inclination to rise against their masters has lately manifested itself on

the part of the former, but no disturbances have taken place, and the rivers are being constantly visited by our cruisers.

It is to be hoped that our new position at Lagos will have the wholesome effect in time of checking the Slave Trade in Dahomey's country, which I can confidently assert is the only part of the Coast in this Division where it prevails to any serious extent.

There is no doubt that the destruction of Porto Novo is the greatest blow that has been for some time past inflicted on this illegal traffic, and I believe it has had a good moral effect on the neighbouring tribes, and now that our traders are permitted to enjoy the same privileges of residing there, which formerly was only accorded to the Brazilians and other known slave-dealers, a check will necessarily be placed on the movements of those interested in this barbarous traffic.

Legal Trade.

There are several American and Portuguese traders who compete with us and the Hamburg shipping at Lagos and the coast to windward: but the greater portion of the palm oil finds its way into the English market from the rivers in the Bight of Biafra, where at present, I am thankful to say, things are pretty quiet, and trade, on the whole, satisfactory.

In the Benin some outrages have taken place, and matters are not so promising as I should wish. I cannot but think that the supercargoes very often, by their own conduct, and other reasons which I will explain hereafter, bring about these disturbances, which are readily created, but not so easily put down, and very injurious to our commercial interests and the development of trade.

Our merchants, who have so much at stake, cannot be too careful in selecting their representatives in these rivers, for it requires great tact and judgment to deal with an ignorant and unprincipled race, such as the native traders mostly are; and as the evils of the old trust system, now happily exploded, are still felt on both sides, by the supercargo or agent in endeavouring to collect the bad debts of several years' standing, and by the native trader, who cannot or will not pay, but prefers selling his oil to a new trader in the river to whom he owes nothing, and will, therefore, get his cloth or other articles in exchange, an unpleasantness is often the necessary consequence; and hence follow those frequent checks so injurious to trade and the commercial spirit which it is our object to establish, and sometimes even more serious disturbances, which the presence of a man-of-war alone can check.

On King Pepple having been properly re-installed in the Bonny, I took an early opportunity of communicating with him by letter, telling him that we shall expect great things of him, and that he must do all that he can to preserve order, and increase the trade of the river. A copy of that letter, as well as one to the Chairman of the Court of Equity, I annex, for your information, and I trust you will be pleased to approve of what I have done in this matter. At present, I am happy to say, everything is quiet in the Bounny, so far as our traders are concerned, and I venture to hope will remain so.

All the information in my possession relative to the Niger I had the honour of furnishing you with in my letter of the 29th ultimo.

King Jack at Batanga, I regret to say, has several times evinced a disposition to be troublesome to our traders settled there, but the "Bloodhound" having lately visited that place, I hope it will be more quiet.

I have much pleasure in bringing to your notice that William McCoskry, Esq., at present the Acting Governor of Lagos, has procured from England a steam-tug vessel, capable of crossing the bar, and that, in consequence, several vessels have already been towed into the Lagos River, and shipped their oil, &c., inside, instead, as formerly, of having it sent out in the cargo-boats, entailing great expense and risk, and frequently serious loss of property.

South Division.

The Slave Trade in this Division is almost general, and without doubt the principal market from whence the Havana is supplied. I regret to say it has considerably increased, since my last Report, in many parts of the coast where it was nearly extinct, viz., the neighbourhood of Cape Lopez, and to the southward of St. Paul de Loanda, and I fear it will continue to do so, so long as our hands are tied, and the demand for slave labour in Cuba remains; for it is too profitable a speculation, and at the present moment without much risk, to be easily given up by those who have so much interest in it.

The following places along the coast are selected for shipment:—

North of the Congo:—Banda Point, Black Point, Landano, Malemba, Cabenda Bay.

In the Congo:—Bullembemba, Bullock Island, Ponta da Lenha.

South of the Congo:—Mangue Grande, Vista, and the coast between Muella and Fonda Bay.

But beyond a doubt the River Congo, its immediate neighbourhood, and Cabenda, are the principal.

Embomma, one of the greatest slave-marts in Africa, being only thirty miles from Ponta da Lenha, with which place it has a water-communication, and there being one also between Landano, a little to the northward of Cabenda, via the River Kacongo and Ponta da Lenha, an almost uninterrupted water-communication is established between Embomma and Cabenda. This fully accounts for the facility with which large numbers of slaves are so easily collected, both in the neighbourhood of the Congo and at Cabenda, and they can easily transfer them from one place to the other when requisite.

Although the Portuguese are not actually found on board slave-vessels as a rule, they (individually) certainly take a very prominent part in this nefarious Traffic as agents, and make the necessary arrangements for collecting and shipping the slaves.

The following are a few of the localities where Portuguese slave-dealers reside, viz., Kilongo, Loango Bay, Longo Bonda, Killo River, Black Point, Landano, Cabenda, and at Chincoco, about six miles to the northward of Cabenda. There are also several in the Congo and at Mangue Grande.

Some of these places have barracoons, and others not; but it is difficult to gain positive information on this point, as they may be there to-day, and gone to-morrow. According to circumstances, they are scarcely ever visible to a ship passing, being erected a little distance inland.

At Cabenda one Francisco Frank is mixed up greatly in the Slave Trade, and has large barracoons, which, on my late visit to that place, I endeavoured to discover, and sent my head krooman on shore for the purpose; but the approach is well guarded, and they would not let any one near the place. We heard, however, that slaves were collected there in great numbers, and, when necessary, they are sometimes sent to Bullembemba.

I was mistaken in my idea that King Jack of Cabenda had much to do in providing slaves, but I believe his men and canoes sometimes assist in shipping them.

From Cape Lopez, Zanga Tanga, and the River Nazareth, a regular Slave Trade, I am sorry to say, has been established with the Islands of Princes and St. Thomas, carried on chiefly by small coasting vessels, and barracoons have been formed. It is also reported that a person of the name of Benzebat, Portuguese merchant at Princes, is concerned in it.

Whether these slaves go to the Havana eventually, I am not in a position to say, but it is a well-known fact that slave-vessels not unfrequently call in at St. Thomas. I myself saw the "*African*" off that island in June last.

However, I believe that a want of labour to cultivate the coffee plantation is felt on that island. This, perhaps, may account in a measure for the importation of slaves, the only difference being that, instead of going to Cuba they go to St. Thomas, where I understand they sell for 100 dollars, being purchased on the coast for about 20 dollars.

I look upon this as a most serious addition to the Slave Trade, as there is no knowing to what an extent it may in time be carried, and the difficulty we may have to stop it; perhaps it is in contemplation to make St. Thomas an intermediate depôt. I have drawn the attention of the senior officer of the Division to the necessity of closely guarding Cape Lopez and its neighbourhood.

At St. Paul de Loanda a great deal of domestic slavery is carried on.

The Slave Trade, I regret to say, has also revived to the southward of Loanda. Barracoons are erected near Cape Martha, and a Portuguese of the name of José Correa has one also at Caranjumba Bay, the first bay to the southward of Cape Martha, whose boats, with proper Portuguese papers, are to be constantly met with along the coast, loaded with food for slaves.

Equimina has two Portuguese establishments, one having a large slave-yard; and Commander Bedingfeld, of the "*Prometheus*," reports that he saw a large barracoon capable of holding several hundred slaves, about two miles south of the Rio Mamangando.

I have mentioned these circumstances to the Governor-General of Angola, when he at once denied all knowledge of the fact; and I believe that, so far as his Excellency is concerned, he seems really anxious to put down this nefarious Traffic.

I have taken proper measures for a cruiser constantly to visit this part of the station, and trust it may tend to check the evident attempt at reviving the Slave Trade, which I fear is intended. The vessels usually met with in this neighbourhood are those ostensibly fitted as whalers.

I have much pleasure in bringing to your knowledge the capture of the "*Lyræ*" by the "*Ranger*" on the 28th of October last, at sea, about sixty miles to the westward of Mangue Grande, with 890 slaves on board. This vessel shipped in the Congo, and is not shown in Inclosure 3, as the information reached me after I had commenced this Report.

I learn also with regret that the "*Gilpin's Bride*" succeeded in making her escape, with 300 slaves, in May last, and the "*Fleet Eagle*," with 500, about the 15th ultimo, both from the Congo. Neither of these vessels are included in the annexed Tabular Statement (Inclosure 4); the "*Gilpin's Bride*" has been for several years past engaged in legal trade on this part of the coast.

The "*J. J. Cobb*," boarded by the "*Alecto*," under American colours, and towed into St. Paul de Loanda, as reported in Commander Raby's letter of the 4th ultimo, has been detained by the Portuguese authorities, being unable to procure any securities that she will not engage in the Slave Trade.

I believe at present there are no suspicious vessels on this part of the coast except the "*J. J. Cobb*," at least none have been seen by our cruisers; and I may here observe, that from March to October is the time when the greater number of slavers come across from the western ports.

This concludes all the information I am in possession of relative to the Slave Trade on the station.

French emigration still continues from the depôts at Loango, and Banana in the Congo, but their transports do not arrive regularly, and at times large quantities of emigrants are awaiting shipment.

The French authorities pay on an average about 40 dollars for them, being double the value of a slave; but they look better in appearance, and however bad the system undoubtedly is, I am happy to say they are at least well treated, and seem contented with their lot. Both these establishments have been visited by officers from the "*Arrogant*," who were received with great courtesy, and shown over the premises, &c.

Commander Beamish, of the "*Wrangler*," reports that there were no less than five emigration-ships at anchor off Banana on the 22nd of May last, when he took an opportunity of going on board some of them, and informs me that they are most scrupulously clean, well-ventilated, and roomy; and the provisions appear to be very good.

Legal Trade.

The French settlement in the Gaboon is well conducted. The principal buildings consist of an hospital, barracks, and a depôt capable of containing 5,000 tons of coal. They have also a hulk fitted as a hospital-ship, and store-houses.

Supplies of bees'-wax, ivory, gum, and ebony, but there are no French merchants engaged in the trade, which is carried on entirely by agents from our English houses. Palm oil could be had, but the natives are too indolent to procure it.

The establishment of the French Emigration Depôt at Loango, I regret to say, has proved very prejudicial to actual legal trade at that place, for when a native is in want of goods, he can procure them without any trouble to himself, by selling one of his slaves at the Depôt. Of course they prefer this to the labour of procuring ivory, wax, copper, gum, &c.; and I am told that if this emigration was to continue for any length of time, the English factory would have to be closed. I trust this will not be necessary now that the French Government are going to put an end to their scheme for procuring labour for their Colonies.

Chincoko and Landano are the two best places for procuring palm-oil to the northward of the Congo; this is accounted for by the facilities afforded by the river communications already alluded to, and I hear, with pleasure, that the supplies of this article have increased lately.

At Cabenda large quantities of wood—of the satin or box-wood description—called "*souza*," might readily be procured. The natives are certainly the most industrious and useful of any that I have seen; in fact, the Cabenda men may justly be called the kroomen of the South Coast. Stock, in fowls, goats, pigs, and the usual tropical fruits and vegetables, can be purchased alongside in great quantities. I am sure if a factory was established at this place a very considerable palm-oil trade would soon be developed; as it is, I hear that it has been increasing lately.

In the Congo I regret to say legal trade has suffered very much, in consequence of the increased demand for slaves, and also the French emigration system; and I am told that the factory belonging to the firm of Hatton and Cookson, of Liverpool, is going to be broken up, and that eventually all legal traders will be obliged to leave the river.

Mr. Meecham, Agent for the house of Tobin and Son, was the other day compelled to leave his factory at Ponta de Lenha, as the natives had threatened to make a prisoner of him; he managed to escape, under cover of the night. I here beg to inclose a copy of a letter which I have received from that gentleman, as it will show you, better than I can explain, the present state of affairs in the River Congo.

At Kinsembo I am glad to say that things are quiet, and a considerable trade in ivory, gum, and coffee, is being carried on.

The exports from St. Paul de Loanda are palm-oil, coffee, ground-nuts, gum, bees'-wax, orchilla (a kind of dry moss), and copper ore, which latter article is increasing in quantity.

The following is a correct list of the legal American traders which have visited that port during the nine months ended September 30, 1861, and which information I was enabled to procure through the kindness of Sir Henry Huntley, Her Majesty's Arbitrator, from the Custom-house at Loanda, viz.:—"Lucy Johnson," "Tidal Wave," "Gilpin," of Boston, "Swallow," "Hazard," "St. Helena," New York; and the "Shailer," of Salem.

I am told that some valuable coal-mines have lately been discovered a short distance from Loanda, up the River Congo.

The trade to the southward of Loanda consists principally of dried fish at Little Fish Bay, and the orchilla at Elephant Bay: this moss makes a valuable dye, and fetches 40*l.* per ton in the English market. Empty colliers frequently go South to take in a cargo, or, I should say, as much as they can get, for it is scarce and difficult to get it.

The Portuguese, I hear, are endeavouring to establish a Settlement at Embomma, but I do not know how far it is true.

In conclusion, I hope you will be pleased to approve of the efforts made by the squadron under my orders towards the suppression of the Slave Trade, as detailed in this Report, which has been carefully made out from the information I have received from the cruisers on this station, and my own personal experience.

Inclosure 2 in No. 82.

RETURN of Slavers captured by Her Majesty's Cruisers on the West Coast of Africa, between the 1st January and 30th September, 1861, of which information has been received.

CLASS A.

Date of Sailing from last Port.	The Vessel's					Intended		By what Ship Captured.	Captured.		Remarks.	
	Name.	Nation.	Rig.	Tonn.	Owners.	Cargo.	Place of Shipment.		No. of Slaves.	Date.		Place.
Not known...	Not known	None*	Brigantine	...	Not known	None: was partially stripped and abandoned	Had shipped in the Pongas, but put back	400	Torch	1861 Jan. 19	In a narrow creek about 33 miles up the Pongas	Had shipped her slaves and proceeded outside the river, but had to put back on account of sickness, when the slaves were landed. Had no crew, papers, or colours on board at time of capture, and was burnt, being on shore and partially stripped of her rigging. Was partly fitted with a slave-deck and abandoned. Endeavoured to get her slaves in the Pongas.
Ditto	Ditto	Ditto	Topesail schooner	Condemned at 59	Ditto	About 100 water-casks and some wood	River Bramlah	100	Ditto	April 14	Head of Bramlah Creek, about 60 miles up	Commanded by a son of Captain Lockhart's, of the "Storm King." Had no papers on board to entitle him to fly the American flag.
From Machias on Dec. 13, 1860; arrived at St. Thomas, in the Rights, on Feb. 4, 1861; and then sailed for the Congo, either on the 7th or 8th of Havana, November 27, 1860	Fairy	Ditto†	Brig	166	A Company out of Havana	589 slaves	Shipped at Mangue Grande, on May 9, 1861	560	Falcon	May 19	At sea, lat. 3° 55' south, long. 14° 41' west	At first hoisted no colours, and threw a Spanish ensign overboard, and then hoisted American colours, but had no papers to prove her nationality on being boarded. A man called Vegarti was supposed to be captain. This vessel was seen by the "Archer" going up the Congo on the 4th February, 1861.
	Ardennes	Ditto	Barque	Not known	Not known	493 slaves	Shipped at Mangue Grande, on May 23, 1861	493	Wrangler	May 23	At sea, lat. 3° 37' south, long. 11° 49' east	She had no flag or papers, and was left in charge of Senor Rodriguez, a Spaniard, at Landano, and being unseaworthy was burnt.
Gibraltar, not known	Jacinto	Ditto‡	Topesail schooner	196	Not known, but of Barcelona	None	Landano	500	Prometheus	May 27	Landano	Had no crew, papers, or colours on board, and had been originally detained by the Liberian Government. She was burnt the day after capture, being inside the bar, and a heavy surf rendering it impossible to bring her out. Her measurement was as follows: From knight-heads to taffrail, 95 ft. 11 in.; breadth of beam, taken over upper deck abreast of foremast, 26 ft. 2 in.; depth of hold, taken from main hatchway, 9 ft. 10 in.
Not known...	Not known	Ditto‡	Ditto	Not known	Not known	Slave-deck and usual fittings, &c.	In the neighbourhood of the Gallinas River	340	Torch	June 13	In the River Gallinas, inside the bar	Had no papers on board to prove nationality, although she hoisted the Spanish flag, but the master, on being boarded, said the vessel was entitled to no protection. Master's name, J. Ros.
From Matsong Island, not known	Diana	Ditto||	Ditto	About 120	Ross	Fitted in all respects for the Slave Trade	Nunes	300	Ditto	July 3	About 13 miles off the River Niger, in lat. 10° 39' 40" north, long. 14° 54' 30" west	Had flown Spanish colours, but no papers to prove nationality, and was captured in consequence of information given by Captain Taylor of the United States' cruiser "Saratoga."
Supposed to be from Cadix, not known	Not known	Ditto	Brigantine	About 160	Not known	Slave-deck laid and otherwise fully equipped for the Slave Trade, and having the usual description of food for slaves	Probably in the neighbourhood of Ambrissette	500	Alecto	July 11	At sea, lat. 3° 40' south, long. 18° 11' east	Flew the American flag, but on being boarded had no papers to prove nationality.
Not known...	Ditto	Ditto	Falucca	75	Ditto	Water calvarnes...	The barracoons a little to the north of Ambrissette	900	Philomel	Aug. 6	Off Ambrissette	On being chased was deserted by her crew: had no papers on board, and was afterwards found to have flown Spanish colours, and was consigned to a well-known slave-dealer at Cabenda (Spaniard). This felucca was burnt in consequence of the natives having stolen all her sails after she was abandoned, and previous to capture.
Supposed to have sailed from Cuba, not known	Ditto	Ditto	Ditto	About 90	Ditto	Slave provisions and fully equipped, and slave-deck laid	Cabenda	250	Wrangler	Aug. 31	Cabenda	
						1,083 slaves		3,643				

* Had shipped under Spanish colours.

† Flew the American flag during the chase.

‡ Had flown Spanish colours.

§ Is said to have flown Spanish colours.

¶ This vessel was seen by the "Bloodhound," off Cape St. Paul's, on 23rd April, 1861.

From January 1 to September 30, 1861, 1,083 human beings released from slavery, and 10 vessels captured, capable of conveying 3,643 slaves, including the above number, by Her Majesty's cruisers.

(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

Inclosure 3 in No. 82.

Return of Slavers Captured by the United States' Squadron, on the West Coast of Africa, between the 1st January and 30th September, 1861, of which information has been received.

Date of sailing from last Port.	The Vessel's					Intended, or		By what Ship Captured.	Captured.		Remarks.			
	Name.	Nation.	Reg.	Tons.	Owners.	Cargo.	Place of Shipment.		No. of Slaves.	Date.		Place.		
Liverpool	Nightingale ...	American ...	Ship ...	1,066	Schmidt and Woodbury	960 slaves	... ..	Cabenda .	... ..	1,600	Saratoga ...	1861 Apr. 31	Cabenda, while shipping	640 slaves were waiting on the beach to be shipped at the time of capture by the "Saratoga's" boats. Captain Bowen was taken in the vessel, but managed to escape. The "Nightingale" was boarded by the "Archer" on the 22nd January, 1861, in the neighbourhood of the Congo; and by the "Sharpshooter" on the 6th or 6th of April, 1861, near Cabenda.
Not built, not known ...	Triton ...	Ditto ...	Brigantine ...	211	Reis and Co.	... ..	Empty, fitted with slave-deck, &c.	Congo ...	... ..	Intended 600	Constellation .	May 21	Ponta da Lemba, River Congo	On this occasion the "Constellation's" boats were towed up by Her Majesty's ship "Prometheus."
Not known	Falmouth ...	Ditto ...	Brig ...	208	Lemas	... ..	Slave-deck laid, and usual fittings, as also provisions for slaves	Red Point	... ..	Intended 600	Sumpter	June 14	Off the Congo	The captain of this vessel gave himself to the "Prometheus" on being boarded, and requested to be taken to an American cruiser; and is the same vessel that was detained by the United States' ship "Portsmouth," and not condemned.
					Total	... ..	960 slaves .	... ..	... ..	2,800				

From January 1 to September 30, 1861, three vessels captured, with 960 slaves on board, but capable of conveying 2,800 slaves, by the United States' squadron.

"Arrogant," at sea, Lat. 4° 57' S., Long. 9° 55' E., November 7, 1861.

(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

REPORTS FROM NAVAL OFFICERS.

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Inclosure '4 in No. 82.

Return of Vessels which are said to have Escaped with Slaves, from the West Coast of Africa, between the 1st January and 30th September, 1861.

Date of Sailing from last Port.	The Vessel's					Date of Shipment.	Place where Slaves were shipped.	Remarks.
	Name.	Nation.	Reg.	Tonn.	Owner.			
Not known	Mary French	American	Barque	573	Mrs. Watson	January 1861	Wrayah	Is reported to have sailed from Wilmington, North Carolina. — Parker is supposed to be master of her.
Charleston, date not known	John Bell	Ditto	Hermaphrodite-brig	146	Unknown: — Bartley is master	February 1861	Kulunda Bay, south of Louisa	Was seen by "Archer" at Ponta da Lecha, in the Congo, on January 20, 1861, having been previously boarded by "Alcega." It is since reported to have been captured off Oulou coast by a Spanish cruiser.
Not known	Alexis	Ditto	Barque	294	Unknown	March 1861	Bull Island, River Congo	The master's name — Lambert. This vessel was seen by the "Archer" on February 5, 1861, going up the Congo.
Ditto	Not known	Spanish	Schooner pilot-boat	...	Ditto	About March 15, 1861	Cape St. Mary	This vessel is very likely to be the "Wanderer," mentioned in the Suspected List. Under American colours.
"	Ditto	Ditto	Barque-rigged screw-steamer	...	Ditto	May 13, 1861	Cubania	This steamer went into Mangue Grande for slaves on April 20, 1861, but was refused when she shipped at Cubania. There is no doubt that she was the "Nodaga," of 833 tons.
From Baltimore on February 21, 1861, for Ambria	Storm King	American	Reg	229	Ditto	May 1861	Mangue Grande	This vessel was captured by the United States ship "San Jacinto," on August 9, 1861, with 619 slaves on board. The "Storm King" did not go into the Congo, but threw her cargo of rice on board, and shipped at once.
Not known	Not known, probably the Destina	Spanish	Schooner	110	Ditto	July 1861	River Nunes	This vessel is probably the "Destina," of 110 tons.
From Wilmington, North Carolina, May 6, 1861	Tecum	American	Hermaphrodite-brig	228	Ditto	August 1861	Point Padron	This vessel was boarded by the "Prometheus" on June 23, 1861, off Beads Point.
From New Orleans on April 10, 1861, for St. Thomas	Cyrus	Ditto	Reg	199	Ditto	Ditto	River Congo	This vessel is an old slaver. She endeavoured to get her slaves in the Rio Pongas.
New Orleans, not known	Nancy	Ditto	Ditto	219	Ditto	Ditto	Turtle Cove, outside the Congo	The "Nancy" was boarded by the "Archer" on January 17, 1861, in latitude 6° 48' south, longitude 11° 39' east.
From Havana on March 8, 1861, for Fernando Po	African	Ditto	Hermaphrodite-brig	193	Ditto	Ditto	Wrayah	This vessel was boarded by the "Archer" off Fernando Po, on May 23, 1861, and again at St. Thomas, on June 9, 1861; she was also visited by the "Ranger," off Little Popoe, on July 7, 1861.
Not known	Exulting	Ditto	Barque	365	T. P. Dole, part owner	End of June 1861	Elephant Bay	The master's name Benjamin J. Turner. This vessel is fitted as a whaler, and was boarded by "Archer" on January 15, off the Congo.
Ditto	Emover	Ditto	Schooner	280	Abramches, Almeida, and Co.	Not known, but supposed to be early in the year	Wrayah	This vessel had been a long time on the coast and frequently been boarded by our cruisers in the Bights.
Ditto	Wells	Ditto	Ditto	149	Unknown	August 1861	Congo	This vessel is fitted as a privateer; she was boarded by the "Philomel" on June 23, 1861, at Shark's Point, River Congo; and on the 16th of the same month at sea, by the "Alcega."
Ditto	Virginian	Ditto	Beiginiana	294	W. Sharp	Not known	Ditto	This is the vessel that was detained by the United States ship "Porter" month, last year, and not condemned.
				Total				
				8,400				

From January 1 to September 30, 1861, fifteen vessels escaped, having on board 8,400 slaves.

(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

REPORTS FROM NAVAL OFFICERS.

Inclosure 5 in No. 82.

Commodore Edmonstone to the Chairman of the Court of Equity, River Bonny.

Sir,

"Arrogant," at Prince's Island, October 29, 1861.

HAVING received a communication from King Pepple relative to his position in the Bonny, &c., I think it proper and necessary that the gentlemen in the river should be made acquainted with my reply. I therefore inclose a copy, which no doubt you, as Chairman of the Court of Equity, will be good enough to present to them.

Pepple complains to me that he is not permitted to attend the meetings of that Court. Of course it is quite out of my province to say anything in the matter, but I do hope that the gentlemen in the Bonny will use every endeavour to keep up a good feeling with the natives, as it is only by such means that we can hope to retain our footing in the African rivers, or advance our commercial interests.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 6 in No. 82.

Commodore Edmonstone to King Pepple.

King Pepple,

"Arrogant," at Prince's Island, October 29, 1861.

I HAVE the honour to acknowledge the receipt of your letter of the 12th instant, and inclosures, relative to your present position in the Bonny, &c.; and before proceeding further, I embrace the opportunity of congratulating you on your once more resuming the sovereignty of that river.

You allude to the non-payment of the comey to you, and inclose, for my consideration, a copy of the correspondence that has taken place on the subject between the supercargoes and yourself. I regret to say. I cannot, as you so well know, interfere, it being contrary to the wishes of Her Majesty's Government.

With regard to the interference of Commander Wildman, of which you make a complaint, I have to state that that officer never did so, in the sense objected to by Lord Wodehouse; he merely gave his opinion when referred to by a British subject, which any officer in his position had not only a perfect right to do, but was also his duty, when British interests were concerned.

You must be fully aware that the Commander of the "Philomel," not being a member of the Court of Equity, could not in any way affect its decision.

I trust that your return to the Bonny will be the means of increasing the palm-oil trade in that river, and preserving peace and good-fellowship between the English and your subjects; and I feel certain that if you and your people act honestly with the merchants in the Bonny, they will on their part do everything in their power to make your reign a prosperous one, and your return will be looked upon as a real and lasting benefit to your country.

In conclusion, I have seriously to reflect on that most barbarous custom of cannibalism which I regret to hear still prevails in the Bonny; and I sincerely hope that, with your great advantage of education, and recent intercourse with England, you will at once see its inhumanity, and exert your utmost influence to do away with a custom not only degrading, but repulsive to those within the lowest grades of civilization. Finally, I would impress upon you that by our acts, and not mere promises, are we judged.

I shall be happy to hear from you on this subject.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 7 in No. 82.

Mr. Mecham to Commodore Edmonstone.

Sir,

Loanda, November 13, 1861.

I HAVE the honour to acknowledge the receipt of your letter dated September 24, acquainting me that you had burnt and destroyed several towns and canoes in the neighbourhood of Shark's Point, and that you had ordered the "Alecto" frequently to visit Ponta da Lenha, in order that by her presence there the natives might be kept in restraint.

I am indeed much gratified by your adopting such measures, and till lately I was inclined to think they would have been attended with some beneficial result, the more so as Commander Raby informed me that on his last visit there everything appeared in a most tranquil state.

I regret extremely, however, that from several communications received from my agent in charge there, the tribe of Missolonghis have again commenced their depredations by attacking and seizing launches and boats, and thereby completely obstructing the navigation of the river; the locality where they practise these enormities is between Bullock's Island and Palm Tree Point, and they have rendered themselves more formidable in this fresh outbreak by manning and arming the launches thus seized, and sallying out in them to attack others; so it is literally unsafe for any boats to approach this neighbourhood. I have in consequence given orders that my launches do not proceed further up the river than Banana.

In the mean time I am greatly apprehensive about my factory, as they have threatened to burn it down, and at present I am unable to transport the property elsewhere, having no vessel at my command.

It is difficult to suggest, under those existing circumstances, what would be the most prudent course to pursue. I foresee the utter impossibility of carrying on any further trade there, and am resolved on finally leaving the river, but I fear I cannot effect this till about February next; till such time I shall be guided by peaceful views, but nevertheless will take all precautions against treachery, and in order to carry out my intention for the protection of the property under my charge, it would be most desirable that men-of-war boats should occasionally visit Ponta da Lenha, thereby ensuring us more effectively from further molestation.

I have, &c.
(Signed) MAUNSEL MECHAM,
Agent to Messrs. Thos. Tobin & Son, Liverpool.

No. 83.

*Commander Raby to the Secretary to the Admiralty.**"Alecto," at Sea, Lat. 9° 26', Long. 9° 9' E.,
August 24, 1861.*

Sir,

I HAVE the honour to report that I this day boarded the barque "George and Mary," under American colours, examined her papers, which were found to be correct; the Captain made no complaint, and wished no entry made in his log.

I have, &c.

(Signed) HENRY J. RABY.

No. 84.

Commander Raby to the Secretary to the Admiralty.

Sir,

"Alecto," St. Paul de Loanda, October 4, 1861.

I HAVE the honour to report that on the 27th ultimo, in latitude 6° 35' south, longitude 12° 13' east, Mangue Grande south 85, east 15 miles, I came up with a barque under easy sail, flying American colours, with "J. J. Cobb," New York, on her stern. Having reasons to suspect her, and she being under easy sail, I judged it right to send an officer on board, whose report I inclose.

On his return I determined to board her myself, and, accompanied by the former officer and Mr. Kitchen, Assistant Paymaster in charge, I went on board. The vessel's papers appeared to me decidedly irregular, but I could not be certain about the register being legal. I told the mate my suspicions of him, and that I should watch him. He made no complaint, and I entered my visit in his log at his request.

On the following day I fell in with her again, but did not go near her, but she was under the same easy sail, and was then within nine miles of her former position. I did not see her again till on the 2nd instant, and then only about twelve miles to windward of her former position, still under easy sail, and evidently not steering for St. Paul de Loanda, though the wind was fair at the time.

I then steamed up alongside of her, and hailed him to say I would come alongside, which I did, accompanied by Mr. Christie, Second Master. I then said to the captain, or mate as he called himself, "You are making poor work of it;" when he answered, "Oh, do not speak, I am driven mad with these currents." I said to him, "I am going to St. Paul's and will tow you there." He said, "I shall be so glad, I want to get into harbour, she leaks so." He repeated this. I asked him then if he would make the hawsers fast if I sent them to him; to which he immediately acquiesced.

I sent two hawsers to him and took him in tow. When about seven miles outside the harbour of St. Paul's, I sent a boat to ascertain if he still wished to be towed in, and he said "Yes," and said he was thankful for being towed.

Immediately on anchoring I waited on Captain Glendy, of the United States' ship "Saratoga," and told him the whole circumstance, and he wrote to me the next day to say that he had no doubt she was a slaver, and liable to detention and fine by the Portuguese authorities, for having no captain and no manifest.

I waited on his Excellency the Governor-General of the Province, in company with Mr. Gabriel, Her Majesty's Commissioner, and made his Excellency acquainted with my suspicions.

This vessel appears to be notorious, and is repeatedly mentioned in some of the late Blue Books. She appears to have made one if not two successful runs; one in 1859 with 800 slaves. I trust my mode of acting in this case will meet with your approval. No officer or man went on board; he got the hawsers on board with his own crew, and even put the parcelling on which I sent him.

I have, &c.

(Signed) HENRY J. RABY.

Inclosure in No. 84.

*Messrs. Christie and Nankwell to Commander Raby.**"Alecto," at Sea, Lat. 6° 35' S., Long. 12° 13' E.,
September 27, 1861.*

Sir,

I HAVE the honour to report to you that, in pursuance of your orders, I proceeded on board the American barque "*J. J. Cobb*," accompanied by Mr. E. R. Nankwell, Master's Assistant. On going alongside and receiving permission to go on board, we went on deck, and were received by a person who spoke broken English, and who said he was the mate, and that he was in charge of the ship, the captain having landed at Mayumba "to collect the cargo," and the ship was bound to St. Paul de Loanda to pick him up again.

The mate showed me his papers, some of which I was unable to read, being in Portuguese; her register appears irregular, for in it the vessel is represented as belonging to Baltimore, and the mate said she belonged to Boston, and on her stern is "*J. J. Cobb*," New York. Her muster list is also incomplete, inasmuch as no master's name appears on it. I asked to be allowed to muster the crew; the mate said, certainly; I did so, and found scarcely one of them knew his name as on the list; they were evidently not Americans.

I asked the mate if he had any objection to open his hatches; he said not the slightest, and immediately ordered the main-hold to be opened. I went into the hold, as did also Mr. Nankwell, and found the cargo to consist of a quantity of large casks (whether full or empty I do not know), and also a great quantity of rice or farina in bags. The cargo was stowed so as to leave a clear space fore and aft the ship of about 5 feet in height; a ledge of about three inches in width runs along her side, and is well suited to rest the ends of planks for a slave-deck; she has also uprights in midships to secure the other ends of the planks to. I do not think there is an American on board the vessel. She has two passengers on board, who, I should say, are either Portuguese or Spanish. When I asked the mate if he objected to open his hatches, I called the coxswain of the gig up as a witness (George Bettesworth, second captain fore-top). The mate was very civil, and said he had no complaint to make. I then left, having detained him about twenty minutes; at his request, I noted my visit in his log.

We have, &c.

(Signed)

GEO. CHRISTIE, *Second Master, H.M.S. "Alecto."*
E. R. NANKWELL, *Master's Assistant.*

No. 85.

*Commander Raby to the Secretary to the Admiralty.**"Alecto," at Sea, Lat. 4° 21' S., Long. 10° 55' E.,
June , 1861.*

Sir,

I BEG to inclose herewith the report of the boarding officer on his return from boarding the fore and aft schooner "*Wells*" under American colours, reported to me as being fitted as a privateer as well as a slaver.

I have, &c.

(Signed)

HENRY J. RABY.

Inclosure in No. 85.

Lieutenant Kellsall to Commander Raby.

Sir,

"Alecto," at Sea, June 16, 1861.

I HAVE the honour to report that, in compliance with your directions, I proceeded, accompanied by Mr. G. Christie, Second Master, to chase a fore and aft schooner, and, on boarding, found her to be the "*Wells*," of Greenpoint, under American colours. I examined her register, which appeared to be correct. The master made no complaint, and wished no entry made in the log.

I have, &c.

(Signed)

T. M. KELLISALL.

No. 86.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," at Ascension, January 1, 1862.

IN compliance with your letter dated the 10th September, 1861, addressed to Admiral Walker or the Senior Officer at Sierra Leone, the duplicate of which was sent to me, to call upon Commander Smith, of Her Majesty's steam-sloop "*Torch*," to state on what grounds he visited the French vessel "*Bertha*;" I now beg to inclose a copy of that officer's explanation of the circumstance, which, I trust, will prove satisfactory to their Lordships.

Inclosure in No. 86.

Commander Smith to Commodore Edmonstone.

Sir,

"Torch," Sierra Leone, November 26, 1861.

IN reply to your memorandum of October 22, directing me to state, for their Lordships' information, on what grounds I caused the French brig "Bertha" to be visited, I have the honour to inform you that on the 23rd of July last, at about 5 P.M., being off Cape Verga (bearing north-west about fifteen miles), a sail was reported to the westward, when the "Torch" proceeded in chase.

On coming up with their vessel, and when between two and three miles off, a blank gun was fired to enable us to see their colours. After an interval of about twenty minutes, as no colours were shown, a second gun was fired; no attention being paid to the second gun, and when about 500 yards astern of her, a third blank gun was fired. On the "Torch" ranging up alongside, I hailed and desired her to show colours and to heave-to, which I enforced by firing two blank muskets. French colours were then hung over the side, but as it was now dark, and there had been such apparent reluctance to show colours, I considered it my duty to verify her nationality. I accordingly desired Lieutenant Martin and the second master to visit this vessel and inspect the papers. No complaint was made by the master of the French brig, and the boarding officers quitted her without delay.

I have, &c.
(Signed) J. H. SMITH.

No. 87.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," at Ascension, January 2, 1862.

ON referring to the annexed documents, it will be seen how utterly useless it is for us to place any reliance whatever on native promises. Even the Abbeokutans, who have received so much consideration and support at our hands, break a solemn Treaty a few days after it is signed; I allude to the one (a copy of which is inclosed) effected by Commander Bedingfeld to do away with the barbarous custom of sacrificing human beings, which still prevails at Abbeokuta.

Inclosure 1 in No. 87.

Commander Bedingfeld to Commodore Edmonstone.

(Extract.)

December 9, 1861.

16th.—A MESSENGER arrived from Abbeokuta. Heard that another human sacrifice had taken place there, and, from all accounts, in defiance of the Alake, who tried hard, or professed to do so, to prevent it. In consequence sent his messenger back, demanding a full explanation.

5th.—Received letters from the Alake and Chiefs of Abbeokuta, in explanation of the recent human sacrifice, a copy of which was sent to the Acting Governor, and another annexed. I trust that the publicity now given to the Treaty against this horrible crime will be of use, but the power of the Alake is very small. From private sources I hear that he is really in earnest, and is doing his best.

I regret to say I have been informed that another vessel has shipped slaves near Whydah, the shipper being the notorious Dr. Carvalho, who is now here going home by the mail. I think it a pity something cannot be done to these men, who come out openly in the mail-packet to Lagos, and proceed up to Whydah, and having got off their cargo, return to Lagos to go home by the mail.

As the "Griffon" and "Antelope" were both watching this vessel, I still hope I may hear of the capture, but I have not heard of any prisoners being landed along the coast.

Inclosure 2 in No. 87.

Commander Bedingfeld to Acting Governor Mc Cookry.

(Extract.)

"Prometheus," Lagos, November 16, 1861.

I HAVE the honour to report to you, for your information, my proceedings at Abbeokuta.

We arrived on Tuesday the 1st instant: on Saturday had an interview with the Alake and Chiefs. Our reception, in the first instance was not very cordial, but we understood each other better before I left. The usual present of a goat, sheep, and two bags of cowries was made, and we appointed Monday the 4th for our first palaver.

On Monday, after having received an explanation of the insulting answer to your letter, we entered, firstly, into the history of the war, the case of human sacrifice, kidnapping, and Mr. Crowther's case.

The Alake and Chiefs paid me the compliment of coming to visit me on Tuesday the 5th; and our final palaver, when the annexed Articles were signed, took place on Thursday the 7th. I had several private interviews with the different Chiefs in the meantime, and endeavoured to explain matters fully. We started for this place on Tuesday morning.

The Alake having expressed his satisfaction at my having spoken plainly to him upon all these subjects in question, and having patiently listened to all they had to say, as a mark of their esteem he presented me with a horse on leaving.

I trust our visit will have done some good in quelling the public mind there, and allaying the irritation against

the Christians that was daily increasing; and as I told the Alake and Chiefs plainly that we could not be friends with them if they did not keep faith with us in their Treaty, and committed such abominations as human sacrifices, kidnapping, &c., I think they will be more cautious for the future, and with a little careful diplomacy much may be done towards putting an end to the war.

With regard to the insulting letter in answer to yours offering to mediate in the present war, it seems they were in a great state of irritation, in consequence of some reports from Lagos that we wanted to pick a quarrel in order to take Abbeokuta, most likely sent by the same party who lately advised the King of Ijebu not to receive white men, for the same reason. They also did not clearly understand how you could be Acting Governor; upon this being explained, they at once expressed their regret, and having written the annexed letter of apology, promised to treat you with all respect for the future.

I fear there is little doubt that the human sacrifice that lately took place outside the walls was done by the Alake's directions, although he stoutly denies it; he seems to have been persuaded to do it in order to insure success in the war, and I suppose thought to clear himself by having it done by the Ifee people outside the town. The man who was offered was brought from Tesein. I am sorry to say that I was informed that these human sacrifices had taken place within the last few years. I told them if such a thing was to happen again, it would most likely cause a rupture between us, and that we were quite sure to hear of it; and I also told them that the English Government would insist upon their fulfilling their promises.

They professed all sorts of contrition, of course, and declared we should never have occasion to complain of their want of faith in future.

The kidnapping is explained in this way: there seems little doubt that the Ijees are starving, and that in order to save some of their people they have been selling each other to a great extent.

The Egbas made a law that the Ijee men who absented themselves from the war, and were found skulking at home, should be sold, as they declared the war was commenced on their account, and some have gone this way; but I heard of one clear case of kidnapping in the town:—A slave woman, left in the care of the Rev. Mr. King whilst money was collected to redeem her, was stolen and sold; she was afterwards recovered and identified. The man belongs to a village in Abbeokuta over which the Alake and Chiefs he has now with him seem not to have much power; they, however, tried the man and found him guilty, ordered him to go home to "go to sleep" (or, in other words, take poison); it seems he has objected to this quiet way of settling matters and is still alive, and they are afraid of creating a civil war if they attempt to seize him whilst the war Chiefs are away. The Alake gave me his word that he should not escape, and that I should shortly hear of his capture and punishment. I told him that although we insisted upon the man being punished, we did not want them to take his life, but if he was made to pay the redemption money for the woman and set her free, it would be a sufficient warning to him this time; to this they agreed, and they also promised that they would use all the means in their power to stop the selling of slaves, although they confessed that they could not hope to stop it entirely while the war was going on, as there are many ways of sending slaves without coming to Abbeokuta; and that any of their enemies selling slaves on the coast are only too glad to say they come from them, in order to create a bad feeling between them and the English; they have sent men, as mentioned in the Articles they signed, to Okeodon, to identify any Egbas selling people there.

The war palaver is still, I fear, far from being brought to a finish, as they seem about equally matched, and without some intervention neither party like to give in. Their statement of the commencement and progress of the war seems to me straightforward, as far as one can judge, hearing one side only.

They state that they have been always anxious for peace; that it was not until after the Ibaddans had taken two or three of their towns in their endeavour to form a junction with Dahomey with the declared intention that as soon as they had conquered the Ijees they would come on to attack Abbeokuta, that they were driven in common prudence to take the field; and that they have come to the determination to drive the Ibaddans beyond their limits in order that they may live in security and return to their peaceful occupations. There is no doubt, I think, that the King of Dahomey has much to do with the war; he sends large presents to the Ibaddans and also Ijees: the latter informed the Abbeokutans of the fact, and that Dahomey's army marched out the last dry season to join the Ibaddans if possible, in order to attack Abbeokuta; they were prevented by a severe visitation of small-pox obliging them to return.

The spies have informed the Alake that he (Dahomey) is now again making sacrifices and preparations for another attempt this season; under these circumstances they beg us not to try and patch up a peace that would be but short, and leave them in a most insecure position. This is their story, and, from all the private information I could pick up, I believe it is not far from the truth. The Illorins sent down just before I left to say they would help the Abeokutans. I think it highly desirable to endeavour to communicate with the Ibaddans, and also the King of Ijebu, so that if we find the former to be really in fault, and not amenable to reason, we might induce the King of Ijebu to make a combination with the Egbas and Illorins to force them to quiet, and we might easily put a pressure on them from this side by stopping their supply of powder, &c., by the Icorrodu market. The importance of putting an end to this war cannot be overrated, as it is the main supply of the Slave Trade in the Bights, and is a perfect ruin to legal trade, and the advancement in civilization the natives were making before the war commenced. Should we hear nothing by the mail on the 21st to prevent it, and please God I remain in good health, I should have no objection to try what can be done, as I believe it sufficiently important as regards the increase of the Slave Trade, legal commerce, and humanity, to justify me in leaving my ship for a few weeks. I have received a civil message from the King of Ijebu requesting me to come and see him with a present of sheep and yams; and as he seems now inclined to be friendly, I hope something might be done to open out his magnificent country to trade.

Inclosure 3 in No. 87.

The Alake and Chiefs of Abbeokuta to Acting Governor Mc Coskry.

To his Excellency the Acting Governor.
(After the usual compliments.)

THE Alake and Chiefs regret that in their answer to a letter of the Acting Governor, offering to mediate between the contending parties in the present war, the terms they made use of were considered offensive; they now beg to state that it was not their intention to insult Her Majesty's Representative in any way, but simply to decline the offered mediation.

(Signed) THE ALAKE, his mark.

Written by order of the Alake and Chiefs, this 7th day of November, 1861.

(Signed) DAVID WILLIAMS.

Inclosure 4 in No. 87.

Agreement with the Alake and Chiefs of Abbeokuta.

IN consequence of the representation of Commander Norman B. Bedingfeld, R.N., Senior Officer of the Bight Division of Her Majesty's ships, the Alake and Chiefs of Abbeokuta express their regret that there should have been occasion for the complaint of their want of faith in keeping the Treaty made between them and Her Majesty's Government by Commander Forbes in 1852. They now solemnly declare that the three Articles mentioned below, and to which they have now affixed their names shall be strictly enforced for the future, and be at once made public.

1st. With a view of strictly enforcing the 1st Article of the above-mentioned Treaty the Alake and Chiefs hereby promise to stop the roads leading to Akeodon and other places by which slaves are sent to the Coast for exportation, against such export, as far as it is in their power, and they will also punish severely any of their own people against whom it can be proved that they have broken this law.

2nd. The Alake and Chiefs also solemnly declare that now and after this date no human being shall be sacrificed either by them, their people, or others inside or outside the walls of the town, or anywhere else in their territory.

3rd. It having been fully explained to the Alake and Chiefs by Commander Bedingfeld, the injury caused to legal commerce by shutting the road between Lagos and Abbeokuta, out of friendship to the Queen of England they are willing to promise that that road shall never again be stopped on any pretext whatever, without the consent and approval of Her Majesty's Government at Lagos, provided always that when it is deemed expedient to prevent the Egbas from going to Lagos the merchants must provide themselves with canoe-men from that place.

Signed at the King's Palace, this seventh day of November, 1861.

(Signed)

THE ALAKE, his \times mark.

APESI ERUNOON, his \times mark.

A. ROLOMO, his \times mark.

APESI KENTPA, his \times mark.

LEMO IPORU, his \times mark.

NORMAN B. BEDINGFELD, *Commander R.N., and Senior Officer of Her Majesty's ships in the Bights Divisions.*

RICHD. T. BURTON, *Consul, Fernando Po.*

HENRY EALES, *Surgeon, Her Majesty's ship "Prometheus."*

Witnesses to the above signatures :

(Signed)

DAVID WILLIAMS, *Acting as Secretary to the Alake.*

S. WILLIAMS, *Interpreter.*

Inclosure 5 in No. 87.

Captain Jones, R.E., to the Alake and Chiefs of Abbeokuta.

Lagos, July 3, 1861.

THE Undersigned, Captain in Her Majesty the Queen of England's army, offers his salutation and respect to the Alake and Elders of Abbeokuta. It will be in their recollection that he has constantly impressed upon them the advantage and desirability of obtaining peace with the Ibadans as soon as possible, in order that their tribe may return home and cultivate those peaceful occupations which had up to the commencement of the present war brought them the blessings of commerce and intercourse with the subjects of the Queen Her Most Gracious Majesty.

Having proceeded to Lagos to await the arrival of the mail, and also consult with Her Majesty's Acting Consul, the Undersigned there received instructions to send back to Sierra Leone the soldiers which were intended to teach the Abbeokutans the art of firing big guns so as to preserve them from their enemies. Whereas the Egbas now find themselves unable to drive away their enemies, which with much boasting they said they would do. Your trade also is stopped, and great misery and unhappiness caused to the people. The Queen of England and her subjects will now lose their good opinion and seek to trade with other tribes who will not run into unnecessary wars. Seeing all this, Her Majesty's Acting Consul, and the undersigned Captain in her army, are about to take a last step to bring about peace, when, if they should not succeed, it will be the painful duty of Her Majesty's Acting Consul to take strong measures to restore trade in the river, which you have kept shut up contrary to the solemn promise made to the late Consul Foote, and all the advantages which the trade with the English have been the means of bringing to Abbeokuta may be lost for ever.

The Undersigned, Captain A. Jones, desires, therefore, that the Alake and Elders will take his words into their serious consideration, and endeavour to bring their minds to accept terms of peace if they should be offered to them.

Hoping that the terms of friendship and mutual regard hitherto existing between the English nation and the Egbas tribe will not be interrupted, and with the sincere desire of the Undersigned for the earthly happiness of all.

Always in much respect.

(Signed)

ARTHUR T. JONES.

Inclosure 6 in No. 87.

The Alake and Chiefs of Abbeokuta to Commander Bedingfeld.

Aké, November 29, 1861.

THE Alake and Chiefs send their respects to you, and wish you health.

The Alake and Chiefs do thankfully acknowledge the receipt of your letter dated Lagos the 18th instant, and in reply to which they have to confess, with regret, that in reality another human sacrifice has been offered against their wish and without their knowledge, and they beg to inform you that although they are the authorities

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of the town, there are some hundred townships in Abbeokuta, each of which had its King and Chiefs, whilst in their ruined towns each had its different way of worshipping its gods, and each town now manages its affairs here, and only an important case is usually brought before the Alake.

Some of these towns offered human sacrifices annually, which other towns never did; this practice they have continued to carry on since, and they must be specially spoken to before they can be prevailed on to give it up.

When the Treaty was signed by the Alake and Chiefs, the townspeople in general were not aware of it, and to make it known the Alake and Chiefs took it at once to consideration any fit day a public meeting should be held, when the purport of the Treaty would be publicly made known to all people, and ere this day arrived this human sacrifice had already taken place, which having come to the hearing of the Alake and Chiefs, greatly grieved them, not only on account of the breach of the Treaty, but because it was done greatly against their wish; consequently the meeting day was deferred till the 27th instant, and a hasty reply to your letter also, according to request, has been postponed, for it has been resolved on not to return a reply till the meeting has been called, and the Treaty be rehearsed to the different townships, and their unanimous consent be received.

The meeting was subsequently held on the above-mentioned date; it was well attended both by the natives and Europeans, a strict order was then given, accompanied with threatening to any township that may henceforth venture to offer human sacrifice. The assembly being asked whether they would keep the Treaty, all unanimously answered they would do so.

Having now been assured by the people in general, the Alake and Chiefs have, therefore, seized the first opportunity to express their utter ignorance of this act, and to inform you of the terms they have come to with the people respecting the same, and they have now solemnly promised to hinder those townships from any more offering human sacrifices, and strong measures will be taken with any townships that would, henceforth, do it, and any one that may in future sacrifice human beings must either leave the town, otherwise the Alake will leave it for them.

(Signed)

THE ALAKE, his X mark.
APESI OF ERUWON, his X mark.
APESI OF KENITA, his X mark.
OKONLOMO, his X mark.

Written by me, by order of the King and Chiefs,
(Signed) D. WILLIAMS.

No. 88.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Ascension, January 2, 1862.

WITH reference to my letter of the 10th of September last, reporting the orders that I had given to the Senior Officer of the North Division for proceeding against King Catty, on the River Pongas (after communicating with the Governor of Sierra Leone), with a view to enforce due execution of his Treaty engagements, I have the honour to state, for the information of my Lords Commissioners of the Admiralty, that as his Excellency, in his letter to me dated the 25th of October last, of which the inclosure is a copy, does not think it desirable to adopt hostile measures against that Chief, no operations will be undertaken at present; but should it at any future time be necessary, the employment of boats would scarcely be required, or much exposure to the men incurred, by reason of King Catty's town being accessible to vessels of the "Torch's" class.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure in No. 88.

Governor Hill to Commodore Edmonstone.

(Extract.)

Government House, Sierra Leone, October 25, 1861.

I HAVE the honour to acknowledge the receipt of your despatch dated the 10th ultimo, on the subject of King Catty being mixed up with the Slave Trade in the Pongas River.

I have no moral doubt that King Catty, who is an habitual drunkard, and very weak-minded man, is mixed up with any slave-dealing that may be carried on the Pongas; but he is such an imbecile that I cannot consider him worthy of further notice than stopping his stipend, should it appear he has broken his Treaty engagements by permitting any slave-dealing within the territory under his jurisdiction.

I consider Mr. Faber is the principal slave-dealer at the Pongas; but I cannot glean from my many sources of information that the Slave Trade has increased at the Pongas, nor do I believe any slaves have been shipped from thence since Commander Smith burned a vessel under Faber's house in January last.

I hope I need not assure you that should Commander Smith, or any of your officers, require my assistance or advice, I shall be too happy to afford every information in my power relative to the Slave Trade, or any other subject.

No. 89.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Ascension, January 2, 1862.

IN reference to your letter dated the 10th September, 1861, addressed to Admiral Walker, or the Senior Officer at Sierra Leone, to call upon Commander Smith for a full report of all the circumstances connected with the capture and

destruction of a Spanish slaver by Her Majesty's steam-sloop "~~Torch~~" in the Gallinas River, the vessel at the time being a prize to the Liberian schooner "Quail," I have the honour to transmit herewith, for the information of my Lords Commissioners of the Admiralty, the duplicate of a letter which I have received from Commander Smith dated the 30th November last, giving the explanation required by their Lordships.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 89.

Commander Smith to Commodore Edmonstone.

(Extract.)

"Torch," Sierra Leone, November 30, 1861.

WITH reference to your Memorandum of the 22nd October, directing me to furnish you, for the information of their Lordships, with a full report of all the circumstances connected with the capture and destruction of a Spanish slave-vessel in the Gallinas River on the 13th June last, I have the honour to inform you that, on my return to Sierra Leone on the 10th June, his Excellency the Governor informed me there was a Spanish slave-vessel in the Gallinas River. I accordingly left as soon as possible for that locality, where I arrived at daylight on the 13th, when a schooner was observed at anchor in that river.

As the surf was too heavy to admit of our boats entering the river, I proceeded to Solyma to obtain information from the residents at an English factory there. On arriving off this factory a krooman came off and informed me the schooner at the Gallinas was the Spanish slave-vessel we were in search of, offering at the same time to show us the best place for landing in the boats. I returned with him to the Gallinas, and after reconnoitering for the best place to attempt to land, I detached the two whale-boats at 1.15 P.M., under the command of Lieutenant Martin, with orders to seize the said slave-vessel; the boats landed safely, and proceeded for the slaver, as narrated by Lieutenant Martin, whose report I inclose.

At 2.11 P.M. the slaver was reported to have hoisted American colours, which proved to be Liberian.

At 2.40 P.M. the boats were alongside the schooner, and shortly afterwards hoisted the blue ensign.

At 3 P.M. the Liberian schooner "Quail" arrived and anchored, when I sent Mr. Cunningham, Second Master, to board her, with the customary complimentary message, and likewise to ask if the Commander would inform me why the Spanish slave-vessel had hoisted the Liberian colours. On his return, Mr. Cunningham informed me that the "Quail" had seized this vessel sixteen days before, on the grounds of her being engaged in the Slave Trade in Liberian waters.

The following morning, having in the meantime very maturely weighed and considered what course of conduct I had better pursue under the circumstances, I dispatched Mr. Cunningham, Second Master, with my compliments, to inform the Commander of the "Quail" that I had signalized to Lieutenant Martin to destroy the slave-vessel by fire, which was accordingly done.

It appeared to me, that the Liberian Government were afraid to act decisively in the matter. I accordingly wished to co-operate with them in their very praiseworthy endeavours in suppressing the Slave Trade, and therefore I consider I assisted them very materially in their good intentions when I decided to burn this vessel for them, hoping, as I did at the time, to release them from any unpleasant misunderstanding with the Spanish nation, as also to render it impossible for any Spanish vessel of war to recapture her.

The statement of Mr. Mingo Carney, Second Officer of the "Quail," who was in charge of the Spanish slaver, on our appearing on the morning of the 13th, that he showed his colours to us, is not true. No colours were hoisted until our boats were safe in the river on the afternoon of that day. I inclose a declaration to that effect.

Inclosure 2 in No. 89.

Lieutenant Martin to Commander Smith.

(Extract.)

"Torch," Sierra Leone, November 30, 1861.

IN compliance with your instructions, calling upon me to give you a full and detailed account of all the circumstances connected with the burning of the Spanish slave-schooner in the Gallinas River, on the 14th June last, I have the honour to inform you that after landing and hauling the boats across the beach into a branch of the river, I proceeded for the vessel, which was concealed by bushes, and on sighting her I observed that she was flying Liberian colours.

On our arrival on board, I found her in charge of a party from the "Quail." I then opened the hatches, and examined the hold, and being satisfied that the vessel was engaged in the Slave Trade, I pointed out to this person that the Liberians had no Treaty with Spain for the suppression of the Slave Trade, and that as the Gallinas was not within the Liberian territory they had no right to seize the vessel, to which he assented. I then, with his consent, hauled down the Liberian flag, hoisted the English ensign, and took charge of the schooner.

Inclosure 3 in No. 89.

Declaration respecting the Colours of a Spanish Slaver in the Gallinas River not being hoisted on June 13, 1861.

"Torch," Sierra Leone, November 30, 1861.

WE, the undersigned officers, having been on deck, doing duty in our respective callings, on the morning of June 13, 1861, do hereby positively declare that no colours were shown from the Spanish slaver inside

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the Gallinas River, on the occasion of the "Torch" passing the entrance of that river, on the afore-mentioned morning.

(Signed)

T. J. MARTIN, *Lieutenant*.
WM. T. CUNNINGHAM, *2nd Master*.
JOSEPH PENDENIS, *Acting Boatswain*.

I can also personally declare to the truth of the above statement, having been constantly on deck during the morning, watching this vessel very attentively.

(Signed)

T. H. SMITH, *Commander*.

No. 90.

Commander Wratislaw to Commodore Edmonstone.

"Ranger," at Sea, Lat. 6° 53' S., Long. 12° 5' E.,
January 2, 1862.

Sir,

I HAVE the honour to report that yesterday, 1st instant, when cruising between Ambrizette and the River Congo, Mangue Grande bearing at noon north 79, east 61 miles, at 1.30 P.M. I observed and chased a schooner, which vessel I came up with at 6.20 P.M., and found her without name, papers, or colours, but with about 500 slaves on board. I therefore took possession, and despatched her the same night to St. Helena, under charge of Mr. Warren, Second Master, and eight men, with orders to place her in the Vice-Admiralty Court for adjudication.

The slaves had been on board two days, but I was unable to ascertain where they were shipped, or any information respecting the vessel.

I presume from where I captured her the negroes were taken on board at the same place as the "Syms," captured on the 29th October last.

Inclosed is a copy of the Report of examination of the vessel, and health of the crew.

I have, &c.

(Signed)

H. R. WRATISLAW.

Inclosure in No. 90..

Messrs. Keenan and Santo to Commander Wratislaw.

Sir,

HAVING been on board the schooner, name unknown, containing about 500 slaves, and captured yesterday afternoon, we have the honour to report to you that we consider the slaves particularly healthy, and the vessel well found in everything necessary for them, and that the schooner is sufficiently roomy to convey them to St. Helena.

We have, &c.

(Signed)

C. KEENAN, *Assistant Surgeon*.
GEO. SANTO, *Gunner, 3rd Class*.

No. 91.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," Fernando Po, March 3, 1862.

WITH reference to your letter dated the 30th May last directing me to carry out the wishes of his Grace the Duke of Newcastle, and endeavour to make peace between Little Popoe and Aghwey people who are at war with one another, I have the honour to transmit herewith, for the information of my Lords Commissioners of the Admiralty, copies of reports of proceedings, &c., which I have received from Lieutenant Dolben, late in temporary command of Her Majesty's steam-vessel "Bloodhound," who was employed on that duty.

I am quite of Commander Bedingfeld's opinion, as expressed in his letter to me of the 26th November last, of which Inclosure No. 1 is a copy, that both those towns are inhabited by a lawless and slave-dealing population, who immediately they are in want of slaves enter into hostilities with one another, and I do not believe that the people of Little Popoe deserve any more consideration at our hands than the Aghwey people; in fact, it would appear from Lieutenant Dolben's report that the latter, if anything, need protection from the former.

I have, &c.

(Signed)

W. EDMONSTONE.

Inclosure 1 in No. 91.

Commander Bedingfeld to Commodore Edmonstone.

Sir,

"Prometheus," Lagos, November 26, 1861.

I HAVE the honour to return the correspondence relating to Little Popoe, and also the report of Lieutenant Dolben, Her Majesty's ship "Bloodhound," who was sent there, as I could not leave this place myself.

You will see that he found the people actually wanting protection were those of Aghwey, but Lieutenant Dolben had no orders to offer it to them, which he states in his letter of proceedings he has done; and as they have signed the inclosed Agreement, they have already asked for it against the Popoes, who, when called upon, refused to sign any agreement whatever for peace, and scorned the offer for protection.

The facts are just these: both the places are inhabited by a lawless set of slave-dealing vagabonds, who are constantly at war when they want slaves; at one time Popoe, and at another time Aghwey has the advantage, and both are actually under the sway of Dahomey. Little can be done there until energetic measures are carried out from this place along the Lagoon, so as to cripple Dahomey, and stop the export of slaves, when these petty villages will settle down to peaceful occupations.

I have, &c.
(Signed) NORMAN B. BEDINGFELD.

Inclosure 2 in No. 91.

Lieutenant Dolben to Commodore Edmonstone.

(Extract.)

"Bloodhound," Cape Coast Castle, October 18, 1861.

I HAVE to inform you that in obedience of orders of Commander Bedingfeld, Her Majesty's ship "Prometheus," Senior Officer of the Bights Division, I left Lagos roads on the 12th instant for Aghwey, to endeavour to make peace between that village and Little Popoe, according to the wishes of Her Majesty's Government.

On landing at Aghwey I saw the man who is designated as Queen Koomie, who appears to be the Chief there; also the other Chiefs.

I told them what I had come for, and after about two hours' palaver they signed the inclosed Treaty for peace with the people of Little Popoe.

They do carry on the Slave Trade there, but from the fact of their pressing me to ask Government to send them somebody to trade with them, that masters of vessels were afraid to come on shore on account of the war, but that if they had a white trader in the place they had plenty of trade to make. I believe that by encouraging legal trade there, a stop must be put on the Slave Trade, or at any rate a check. I omitted to state before that from the statements of the Chiefs of Little Popoe from those of Pedro Kodgo, and of a Dutch trader there, besides from what I heard in the first place from the canoe men as I was going on shore, I discovered that King Dahomey is on very good terms with them, and that there is frequent communication between that place and Little Popoe. Several bags of cowries were sent down to Kodgo some little time ago. Kodgo stated that they were in return for goods that the Dahomey people stole from him when they had war with Little Popoe. Lawson speaks about human sacrifices; he has some right to do that, as only a short time ago a man was caught at Little Popoe poisoning the wells. The Chiefs cut a piece of flesh out of his shoulder, cooked it, and then made him eat it; then they burnt him.

I hope the above account will give you an idea of the state of affairs here, and that I have done what I could; one thing must be remembered, that in landing at these places you are wholly in the power of the natives, as you must be dependent upon them for getting off again.

Even now, which is the best time of the year, no ship's boats can land.

Inclosure 3 in No. 91.

*Agreement.**Aghwey, October 14, 1861.*

I PROMISE to fight no more with the people of Little Popoe, except, suppose they come attack my town, then I drive them away; no more. Suppose they make peace palaver, I make peace palaver.

(Signed)

CHIEF QUACHIE, his X mark.
CHIEF LARTURY, his X mark.
CHIEF PHILIP, his X mark.
MRS. ILLEWAY, his X mark.
CHIEF DADOREY, his X mark.
QUEEN KOOMIE, his X mark.

Witnesses:

(Signed)

A. D. M. DOLBEN, *Lieutenant and Commander.*
J. W. JAMES, *Assistant Surgeon.*
F. W. HAMPSHIRE, *Engineer in charge.*

Inclosure 4 in No. 91.

*Lieutenant Dolben to the Chiefs of Aghwey.**"Bloodhound," Aghwey, October 14, 1861.*

WHEREAS you have signed a statement before me this day that you will act no more on the aggressive towards the inhabitants of Little Popoe, you are hereby informed that the same statement will be required from the people of Little Popoe towards you; and if either party commence hostilities again, they will have to stand the consequences from Her Britannic Majesty's Government for breach of Treaty.

(Signed) W. D. M. DOLBEN.

Inclosure 5 in No. 91.

*Lieutenant Dolben to Commodore Edmonstone.*Sir, *"Bloodhound," at Sea, November 16, 1861, Aghwey N.E. $\frac{3}{4}$ N. 3 miles.*

I HAVE the honour to inform you that, having received intelligence at Accra that Mr. Lawson had gone to Little Popoe from Sierra Leone, wishing, if possible, to carry out further your instructions in Memorandum dated "Arrogant," St. Paul de Loanda, August 20, 1861, with reference to making peace between Aghwey and Little Popoe, on the arrival of the ship under my command at Qella Coffe, I proceeded in the cutter to Little Popoe. When I landed there I found that Mr. Lawson had not come, but a messenger from him, Mr. Jackson, with a copy of the petition from Mr. Lawson to his Grace the Duke of Newcastle. I saw M. Hausek, a Dutch trader, who when I was there before, was kind enough to let me have the palaver in his house. He informed me that the Chiefs, since the arrival of Mr. Jackson, were very much dissatisfied with what I had done, or, rather, had not done, when I was there before. As he, Mr. Jackson, had read the petition to the Chiefs, and had read a certain part of the end, thus, "that Her Majesty's Government will be graciously pleased to grant their protection to his countrymen against those Chiefs who endeavour, if possible, to destroy them, and disposess them of their country."

This they suppose I ought to have done. M. Hausek told them the contrary, but they would not believe it. He also told me that the Chiefs had then said that they would have war, and that even if the English burnt their town, they would go into the bush and fight the Aghwey people. I had not time that evening to have a palaver, and after the way the Chiefs had behaved, I would not wait to see them the next day, so I told Mr. Lawson, in the employ of Mr. Hausek (the King's cousin), to tell the Chiefs what was actually written in the petition.

I have, &c.

(Signed) W. D. M. DOLBEN.

Inclosure 6 in No. 91.

The Chiefs of Aghwey to Lieutenant Dolben.

WE beg the favour to write these few lines to the Consul to know what's been happened to us. On the 19th instant of October, the Her Majesty's ship "Bloodhound," Lieutenant and Commander, they come in here to let us sign the Treaty, that we may not take war to Little Popoe. We told him plainly that we will not do any more war. But when Little Popoe people try and come with war, then we shall fight with them too, and the account of the Queen's name we did sign the Treaty. And now Pedro Cordgue send to shoot one of our King's brothers, Escopol Poorfellow, travelling from Cordah to some village Badubay. So we write to Counsel to think about this case, as we are under the English, we will never refuse what English men of war, we tell us. We will always believe their will tell us.

We are, &c.

(Signed) CABOCIAN HOOMIE, *S. Majesty.*

The Chiefs sign—

EGGOO, his X mark.

OBARGA, his X mark.

QUASHEE, for OROSO, his X mark.

ILLAINEE, his X mark.

TARTUY SAITUE, his X mark.

No. 92.

*Commander Smith to Commodore Edmonstone.**"Torch," at Sea, Lat. 6° 47' S., Long. 11° 50' E.,
March 4, 1862.*

(Extract.)

I HAVE the honour to report to you that I this day chased and captured a brig fully equipped for the Slave Trade, but no slaves were on board: name and nationality unknown.

I believe this vessel was of Spanish build, and touched at Lisbon last, and intended to have shipped her slaves (650) at Mangue Grande, latitude 6° 47' south.

On a blank gun being fired to enforce colours, the French ensign was hoisted.

On getting within hail, I hailed to say I wished to send a boat on board. Accordingly, Lieutenant Martin and Mr. Cunningham, Master, proceeded to visit the vessel, but before they got alongside the French flag was hauled down and thrown overboard.

No other colours or papers were found on board, and I dispatched her at 1 P.M. the same day, with Lieutenant Martin in charge, to St. Helena, for adjudication.

No. 93.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," off Lagos, April 8, 1862.

WITH reference to your letter dated 23rd January last, respecting a shipment of slaves having recently taking place at Whydah, and the increase of the Slave Trade in these Bights, having called upon Commander Bedingfeld, of Her Majesty's steam-sloop "Prometheus," the late Senior Officer of the Bights Division, to furnish me with any information on the subject in his power, knowing very well if the shipment had taken place it would certainly be public at Lagos; I have the honour to forward that officer's reply, dated the 12th ultimo, for the information of my Lords Commissioners of the Admiralty, and regret to say that the intelligence furnished by Her Majesty's Consul at Rotterdam appears to be only too true; and I believe that the Slave Trade, from various causes, has increased on the seaboard of Dahomey's territory.

I am sorry to add, that while at Whydah I heard of a very large shipment having taken place only a few days before in a screw steamer flying French colours. This is in all probability the "*Noc Dacqui*," but I did not see any suspicious vessels there.

Inclosure in No. 93.

Commander Bedingfeld to Commodore Edmonstone.

(Extract.)

"Prometheus," Lagos, March 12, 1862.

IN reply to your Memorandum of the 11th of February, 1862, from Sierra Leone, directing me to report to you my opinion as to the increase of the Slave Trade in the Bights, I have the honour to inform you that the only vessels that I have information of having shipped, all of them at or near Whydah, are the "*African*," in July last, "*Thos. Acorn*," in December, and "*Seaman*," this last month; the cutter "*Porto Novo*" was also reported to have shipped, but she was afterwards boarded empty, and she is under a heavy bond in the Brazils.

The three former vessels were under American colours, and there being no American man-of-war on the coast, and the orders being so positive not to molest them, render it next to impossible to prevent their shipping, as they keep their paper and flag to the last.

Other ships may have got away with perfect impunity, as, owing to the cession of Lagos and the non-arrival of the troops, I was obliged to keep a vessel almost constantly outside. The "*Antelope*" had to go away with the sick, so that Whydah has frequently and unavoidably been left unwatched, and the shippers have the very best information of the movements of the men-of-war from their friends here. The "*Seamew*" actually remained here for orders.

I regret to say, therefore, that the trade has increased, and likely to increase still further, as Dahomey has just been on a slave-hunt, and has captured a large town called Meeco, near Porto Novo.

No. 94.

Commodore Edmonstone to the Secretary to the Admiralty.

My Lord,

"Arrogant," off Lagos, April 8, 1862.

I HAVE the honour to inclose, for the information of my Lords Commissioners of the Admiralty, a copy of a letter dated the 12th ultimo, which I have received from Commander Raby, of Her Majesty's steam-sloop "*Alecto*," late Senior Officer of the South Division, respecting some copper mines to the southward of Benguela.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure in No. 94.

Commander Raby to Commodore Edmonstone.

(Extract.)

"Alecto," at Sea, March 12, 1862.

I HAVE the honour to report that having heard a great deal about the richness of some copper mines to the southward of Benguela, lately granted by the Portuguese Government to Senhor F. A. Flores, I determined to visit them, to ascertain personally the truth of those statements.

I called at Benguela in October last, and made inquiries as to the position of Cino, and arrived at that place on the 1st November.

M. J. J. Monteiro, the manager of the mines, is a very accomplished gentleman, and has received a first-rate English education; has been his whole life in England, and has thoroughly English ideas; he has a diploma from the Government School of Mines, and is a correspondent of Sir J. W. Hooker's.

I may add that Mr. Gabriel, Her Majesty's Commissioner at St. Paul de Loanda, has known M. Monteiro for some years, and has the highest opinion of him. I accompanied him to the mines; they are situated about four miles from the beach, the road for the first three miles being over a dead flat, at the termination of which the rocky hills commence, and rise so suddenly to the height of 400 feet, as to render the formation of an inclined plane and tramroad to the beach very easy. Once at the top of this hill, about three-quarters of a mile brings you to a hollow in the hills in which copper seemed to be in great abundance, cropping out on all sides, and the whole surface appeared one bed of copper ore. Although working with merely crowbars and shovels, and native labour, M. Monteiro was obtaining and sending down to the beach about seven tons of copper ore daily, containing on the average 25 per cent. of copper; and the ore was improving as he got further from the surface. With proper machinery, and adequate means, I should think these mines would be of immense value.

The whole tract of country conceded to Senhor F. A. Flores by the Portuguese Government, in that locality, is about nine square miles. Cino Bay is the bay described in the "Directory" as Loach, and famous, in former days, as a shipping place for slaves from Benguela.

The great inconvenience is the utter absence of fuel and water, both requiring to be brought a considerable distance.

I heard, on my last visit to St. Paul de Loanda, that Senhor Flores has received a fresh grant of land, to the same extent, some few miles inland of Benguela.

No. 95.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty

(Extract.)

"Narcissus," Simon's Bay, March 29, 1862.

COMMODORE EDMONSTONE'S Report on the Slave Trade on the West Coast of Africa, dated the 7th of November, 1861, has recently reached me, and a copy of it having already been forwarded to you, for the information of the Lords Commissioners of the Admiralty, by that officer, I have only to add the following remarks thereon.

The above-mentioned Report embraces the period between the 1st January and 30th September, 1861, four months of which is prior to my assuming the command, and during the remaining time I have been prevented by a variety of circumstances from visiting that part of my station, so that these observations are gathered from letters received.

Taking into consideration the several operations which have been performed by the squadron under the orders of Commodore Edmonstone, I consider that the active movements of Commodore Edmonstone, and the vigilance of the squadron, have been satisfactory. From the Returns transmitted to me I gather that the cruisers are, on the whole, efficient, and generally healthy.

I regret to learn that the deplorable Traffic in Slaves has shown an increase upon the previous six months, owing, no doubt, to the withdrawal of the American squadron, which had really begun to make some effort to stop it in their own merchant-ships; and I am apprehensive that the contemplated state of affairs in North America will stimulate the Spanish and other dealers to greater activity in this unlawful pursuit, as, in the absence of the United States' ships of war, the American flag will be used almost with impunity to cover their nefarious transactions.

I am sorry to find, and I would desire to call their Lordships' attention to the fact, that there is another scheme of emigration of negroes now being carried on between St. Paul de Loanda and the Island of St. Thomas by the Portuguese authorities. Whatever grounds may be assigned for these proceedings, it is feared that they will lead to abuse, particularly with a Government so limited in its powers on the West Coast of Africa as that of Portugal.

Commodore Edmonstone's full and interesting account shows a decline of Slave Trade in the North and Bights Division, in which I can only trace four captures of small empty vessels. This, I think, may be attributed to the steady progress of legitimate commerce, to the extension of the territories of Liberia, and

to the occupation of Lagos, which, together with the Settlements on the Gold Coast, are fast closing up the seaboard in that direction to all illicit Traffic.

The River Congo and adjoining coasts, north and south, are the favourite haunts for the Spanish and American slavers, and it is from these localities that most of the shipments are reported to have taken place. By Commodore Edmonstone's Returns, the numbers embarked during the nine months terminating on the 30th September, 1861, are as follows :—

							Negroes.
Captured by British cruisers	..	..	..	..	..	..	1,043
Ditto by United States' cruisers	..	..	..	..	..	..	1,600
Reported to have been embarked in vessels escaped	..	..	..	..	..	..	6,450
Total from Congo and coast adjoining							9,093
(Making about an average of 12,000 a-year.)							

There are rumours of shipments at Whydah, but they are doubted.

It is a source of much satisfaction that a time has been fixed for the discontinuance of the free emigration of negroes, a system which, however it may be designated, has helped to increase the horrors of slavery in Africa.

The time, I trust, is fast arriving when all the maritime Powers will jointly co-operate for the suppression of the export Slave Trade. Such a step towards civilization, together with the steady progress of Christianity, must inevitably crush the thirst for it, now only kept alive by narrow-minded policy.

The great exertions of England during the last half-century, if they have not been successful in the extirpation of the revolting Slave Trade, have at least brought about a growing taste for the cultivation of the land and legitimate commerce, now manifested in the increasing annual exports from Western Africa of its palm oil, cotton, ground-nuts, &c.; sources which will furnish abundance of labour for its own population, and develop produce far more profitable than that of the sale of human flesh and blood.

The establishment of Consuls with magisterial powers, to protect the natives from lawless dealers, as well as to enforce good faith in business transactions, will, in my opinion, be of great advantage wherever there is a disposition to open fair trade. The progress of lawful commerce has been frequently checked and interrupted by unprincipled agents and supercargoes not fulfilling their engagements, &c. The Consuls would stop such practices, and afford means to the natives to redress their grievances, and their presence would also have a wholesome effect on slave-dealers.

I regret much that the unsettled state of our foreign relations in the early part of this year has detained me at the Cape of Good Hope, and prevented my visiting the West Coast of Africa during the favourable season, as I am most anxious to obtain personal observation of the state of the Slave Trade, as well as of the progress of British interests in that quarter, to enable me to report more fully upon these important subjects.

No. 96.

Commander Mc Hardy to Rear-Admiral Sir B. Walker.

Sir,

"Penguin," at Sea, May 2, 1862.

I HAVE the honour to inform you that this day I sighted a barque which showed Spanish colours; I suspected her to be engaged in the illicit Traffic of Slaves, and, therefore, caused Mr. Cole, Second Master, and second in command of Her Majesty's steam-vessel "Penguin," to board her. I inclose a copy of his Report.

I have, &c.

(Signed) J. G. G. Mc HARDY.

Inclosure in No. 96.

Mr. Cole to Lieutenant Mc Hardy.

Sir,

"Penguin," at Sea, May 2, 1862.

IN pursuance to an order received from you, I boarded the Spanish barque "Matilde," and make the following Report:—

CLASS A.

S

That on boarding the said barque, after having shown the Master the Special Instruction from the Admiralty for Her Majesty's ship "Penguin" to carry the Treaty between Great Britain and Spain into effect, giving also the required certificate of Form No. 2, I proceeded to examine her papers, which were correct, and after a careful search, made with all due regard to propriety, I found her to be a legal trader.

Before leaving the vessel, having offered to make an entry in her log, which was accepted by the master, I did so. The time of detention was forty minutes, no complaint being made whatever.

I beg to state that during the examination of the vessel I was accompanied by Mr. Maxwell, clerk.

I have, &c.

(Signed) JAMES COLE, *Acting Second Master.*

No. 97.

Commander Smith to Commodore Edmonstone.

Sir,

"Torch," at Sea, April 26, 1862.

I HAVE the honour to report that I this day caused the American barque "Lark," of Greenport, to be boarded by Mr. W. J. Cunningham, master, when cruising off Mangue Grande. This vessel hove-to of her own accord, evidently wishing to communicate.

The register was examined and appeared correct, and a notation of the visit was made in the ship's log at the request of the master.

I inclose a copy of the boarding officer's report.

I have, &c.

(Signed) F. H. SMITH.

Inclosure in No. 97.

Mr. Cunningham to Commander Smith.

"Torch," at Sea, Lat. 6° 40' S., Long. 12° 10' E.,

April 26, 1862.

Sir,

I HAVE the honour to report that in compliance with your orders I boarded the American barque "Lark," and examined her register, which was apparently correct.

At the request of the master, I made a notation in the log of my having done so.

There was no complaint made of the visit.

I have, &c.

(Signed) W. J. CUNNINGHAM, *Master.*

No. 98.

Commander Perry to Commodore Edmonstone.

Sir,

"Griffon," off Black Point, March 27, 1862.

I HAVE the honour to inform you that at 4.15 p.m. of this date, while off Black Point in latitude 5° 0' south and longitude 11° 45' east, I observed a barque and small schooner in company. I at once chased: the schooner made sail, and stood in for land; the barque stood out to seaward.

On nearing I lowered a cutter, and sent her in charge of Lieutenant Acklom to endeavour to cut schooner off from the land; went on myself in chase of barque. At 6 p.m. I boarded barque, and found her to be a vessel of about 300 tons, without name, papers, or colours; she was fully equipped for the Slave Trade. I therefore seized her, and have sent her to St. Helena for adjudication.

From some of the crew I learnt that the barque had left New York on the 1st of December, and touched at Campeche in Mexico, where she received some of her slave cargo.

She was to have shipped 800 slaves at Black Point on the morning of the 28th March, and conveyed them to Puerto Rico.

At 7.30 p.m. Lieutenant Acklom returned on board, having seized the schooner, which had been deserted by her crew.

On the following morning I examined her, and found on board a cooking copper, some rice, farinha, and water; as she was too small and unseaworthy to send to St. Helena, I caused her to be surveyed, measured, and burnt. I have forwarded the billet-head, anchor, and a pig of ballast belonging to her to St. Helena for adjudication.

I have, &c.

(Signed) JOHN L. PERRY.

No. 99.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," Kinsembo, May 19, 1862.

IN forwarding the inclosed copy of a letter dated 12th instant, with its inclosure, which I have received from Commander Smith, of Her Majesty's steam-sloop "Torch," reporting the boarding of the Portuguese brigantine "Liberdade," I have the honour to state, for the information of my Lords Commissioners of the Admiralty, that on my recent visit to St. Paul's de Loanda, I made a point of having an interview with his Excellency the Governor of Angola, on the subject of this (said to be free) emigration to St. Thomas.

His Excellency gave me distinctly to understand that he was acting in accordance with instructions from Lisbon, and could not accede to my request to suspend operations, pending the views of Her Majesty's Government; and as I do not feel myself justified in taking the serious responsibility of detaining a vessel met with at sea under similar circumstances to the "Liberdade," although I believe the negroes thus imported into St. Thomas are only nominally free, I beg to request you will be pleased to move their Lordships to submit the matter for the decision of Her Majesty's Government.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure 1 in No. 99.

Commander Smith to Commodore Edmonstone.

Sir,

"Torch," St. Paul de Loanda, May 12, 1862.

I HAVE the honour to report to you that on the 19th of April, 1862, in latitude 7° 15' south, longitude 11° 52' east, I boarded the Portuguese brigantine "Liberdade" from Loanda to St. Thomas, having upwards of 60 negroes on board as passengers, provided with passports from the Governor-General of Angola, apparently all correct.

I inclose the boarding officer's report.

I had previously received a communication from Her Majesty's Commissioners at Loanda, calling my attention to the fact of this vessel preparing in the harbour for this voyage, and urging me (in compliance with instructions they had recently received from Earl Russell) to take the necessary steps to board and examine any such vessels, in order by strict inquiry to ascertain whether these negroes were *de facto* free, and if not, to detain and bring them into port for adjudication before the Mixed Commission Court.

As the boarding officer's report was so very clear as to the fact of these negroes proceeding to St. Thomas of their own free will and accord, as far as he could ascertain, and no complaints of any kind having been made by the negroes, I accordingly allowed the vessel to proceed on her voyage, as has been the usual course pursued by Her Majesty's cruisers hitherto.

I have, &c.

(Signed) F. H. SMITH.

Inclosure 2 in No. 99.

Mr. Cunningham to Commander Smith.

Sir,

"Torch," St. Paul de Loanda, May 12, 1862.

IN compliance with your orders on 19th April, I visited the Portuguese brigantine "Liberdade," accompanied by Mr. Joseph Beeden, boatswain, and Alexander Hughes, ward-room steward, a native of Africa, and who has a fair knowledge of the Portuguese language, to act as interpreter.

On going on board I saw the master, who informed me through the interpreter that he was from St. Paul's de Loanda, and bound to the Island of St. Thomas with 65 negroes, free emigrants, and four Portuguese passengers, and that his crew consisted of 17 men, including himself; after examining his papers and passports from the Governor-General of Angola for the negroes, I proceeded to count his crew and passengers, separating the crew from the negroes, and found them to correspond with his papers and statements; and, as far as I could ascertain, to the best of my knowledge and belief these negroes were going to the Island of St. Thomas of their own free will and accord. No complaint was made by the negroes, who appeared to be quite happy and contented.

I have, &c.

(Signed) WM. J. CUNNINGHAM, Master.

No. 100.

*Captain Philips to the Secretary to the Admiralty.**"Brisk," at Sea, Lat. 5° 58' S., Long. 11° 50' E.,
April 23, 1862.*

Sir,

I HAVE the honour to inform you that having received information of three vessels being some miles up the River Congo intending to ship slaves the first opportunity, on Saturday, April 19th (having previously detached boats in opposite directions), I took up a position in latitude 5° 58' south, longitude 11° 50' 30" east, about twenty-three miles from the entrance of the river, in the hopes of being able to intercept them coming out.

On Tuesday, April 22nd, at a quarter to 5 in the afternoon, it being very misty, a sail was reported coming from the direction of the river. The Senior Lieutenant, Henry G. Belson, and Acting Lieutenant Elwyn, both went aloft to make her out, and said they thought she was a brigantine.

As it was so near dark, I did not consider it advisable to let her see us, so waited until after sunset, when I weighed and proceeded in chase, under steam, and at 7.15 observed the vessel on lee bow, which proved to be a ship, under all sail, but with no lights. I altered course for her, and fired a blank gun, when she showed her bow lights, and one on quarter.

I hailed her of my intention of dropping a boat, but not understanding her reply, I fired another blank gun, steamed ahead, sent the Senior Lieutenant in the cutter to board her, giving him orders, if she proved to be a French ship with an officer on board, he was not to attempt to board, but return immediately. If a French ship without an officer on board, directly he was satisfied she was *bond fide* French, he was to return also, and in either case to offer to enter in her log a statement of his proceedings.

Lieutenant Belson went alongside, and got half-way up her side before he saw a French officer, who then objected to his coming on board, but was very courteous; and when asked the name of the ship, requested the captain of the ship to write the particulars down on paper for my information, which he did as follows, viz. :—
"Trois-mâts, Français, 'Ville d'Aigues-Mortes,' Capitaine L. Pignord, M. Quordan, Chirurgien de première classe de la Marine Impériale, délégué du Gouvernement."

The French officer, a surgeon, asked the name of the English man-of-war and captain, which Lieutenant Belson told him verbally, and then offered to write in his log a statement of proceedings, but he expressed himself perfectly satisfied without it. Lieutenant Belson then returned on board, and reported verbally to me, and immediately afterwards gave a report in writing, a copy of which I inclose.

I have, &c.

(Signed) ALEXANDER PHILIPS.

Inclosure in No. 100.

Lieutenant Belson to Captain Philips.

Sir,

"Brisk," February 22, 1862.

IN obedience to your orders I went alongside, at a little past 8 P.M., a ship named the "Ville d'Aigues-Mortes." I did not go over the gangway, as I found a French officer there who objected to my coming on board, but was courteous enough to request the captain of the ship to write on a slip of paper the name of the ship, for your information. I then offered to enter in his log my reason for having gone alongside, but he expressed himself perfectly satisfied, and asked me your name, and the name of your ship, which I gave him.

He then filled immediately, and I returned.

I have, &c.

(Signed) HENRY G. BELSON.

No. 101.

Commander Anderson to Commodore Edmonstone.

Sir,

"Flying Fish," Sierra Leone, June 13, 1862.

I HAVE the honour to acquaint you that in consequence of information from Rio Nunez, that a vessel there was endeavouring to ship slaves for exportation, I proceeded to that river on Wednesday, April 16th and anchored

off Victoria Point the following Friday; accompanied by the two cutters of Her Majesty's ship under my command, I proceeded up the river and after pulling for some considerable distance found a barque of 600 tons on shore on a mud-bank, with masts standing and yards across. Our informer declared on oath that she was the same vessel he had seen in a creek a few days previous, and that the master was endeavouring to purchase slaves for shipment. I directed Lieutenant Butler and Mr. Anderson, boatswain, to examine her; they reported loose planks in the hold, a deck laid in the after part of the ship with fittings for bulkheads; everything else had been removed, and no person or papers were on board. I therefore considered the circumstances such as to warrant my taking her as a prize.

2. No anchor having been let go when the ship went on shore, she had been driven by the flood tide on a shallow bank. The river being too narrow at this point to admit of Her Majesty's ship "Flying Fish" being brought up, and not wishing to expose the ship's company for several days' hard work in boats, endeavouring to get her afloat, I gave orders that she should be burnt, after being carefully measured, and the following articles removed—two bower anchors, chain cable, jib-boom, and main-topsail yard.

3. On my return to Sierra Leone, these articles were handed over to the Prize Court, with the necessary affidavits, and I have this day received intimation that the vessel has been condemned as a prize to Her Majesty's ship "Flying Fish," under my command, in consequence of her being engaged in the Slave Trade.

I have, &c.

(Signed) W. HASTINGS ANDERSON.

No. 102.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"Arrogant," at Kinsembo, May 20, 1862.

MY report on the Slave Trade to the 30th September, 1861, has already been received by you, and I hope to furnish you with a further report on the subject at the end of the present quarter; and it now gives me much pleasure in being able to state that this obnoxious Traffic is at present completely at a stand-still, not from a scarcity of slaves, but the want of vessels to ship them in. The satisfactory result is no doubt to be attributed to the evident wish at this moment of the American Government to stop the Slave Trade from being carried on under the protection of their flag, and the severe measures lately taken by them to punish those engaged in it.

I have it on good authority that all the barracoons in the neighbourhood of the Congo and Cabenda, &c., are full of slaves, who are kept together at a great cost to the owners; but I confidently trust (now that the squadron has been increased), by keeping a good and constant watch, to be able to prevent many successful shipments when the Traffic revives, which it is certain to do ere long with renewed vigour, either under the American or some other flag.

Excepting the slavers recently captured by the "Ranger," "Griffon," and "Torch," viz., five, very few vessels have been met with by our cruisers during the past three or four months; and, at present, I do not think there is a single suspicious vessel on the whole of the South Coast.

The health of the squadron generally, I am thankful to say, has been very good, with the exception of the "Espoir" and one or two other ships, which have been employed a good deal up the rivers.

Unless anything occurs to alter my arrangements, I purpose leaving St. Paul de Loanda and the South Coast about the 10th August next for my inspection of Ascension, proceeding from thence to Sierra Leone, &c.

No. 103.

Commander Wratislaw to Commodore Edmonstone.

"Ranger," at Sea, Lat. 2° 25' N., Long. 8° 48' E.,
May 25, 1862.

Sir,

I HAVE the honour to report that on the 23rd instant in latitude 2° 19' north, longitude 9° 10' east, I ordered Lieutenant Dale to board, and afterwards boarded

myself, the barque "*Clarissa*," of New York, under American colours, to ascertain her nationality. She was proceeding from Cadiz, bound to Punta da Lenha, River Congo.

This vessel had no register, only a certificate signed by the United States' Consul at Cadiz; other papers were apparently correct.

No complaint was made, and she was allowed to proceed to her destination in River Congo, and will, without doubt, ship a cargo of slaves.

I have, &c.
(Signed) H. R. WRATISLAW.

No. 104.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"*Arrogant*," *St. Paul de Loanda*, June 20, 1862.

I AM happy to be able to report that the "*Antelope*" captured a small brigantine off the Congo on the 4th ultimo, under no colours, and name unknown, having on board 558 slaves. As the vessel was much more than usually crowded, it was thought advisable to take 100 of the negroes on board of the "*Antelope*," in which state they proceeded to St. Helena for adjudication.

No. 105.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

Sir,

"*Arrogant*," *Benguela*, June 13, 1862.

WITH reference to Admiralty letter dated the 27th of March last, the duplicate of which reached me at Elephant Bay on the 10th instant, respecting the Portuguese brig "*Tarugo Secundo*" having been searched by one of our cruisers while in the Portuguese harbour of Equimina on the 11th April, 1861, I have the honour to report, for your information, that, immediately on learning that a complaint of this nature had been made against one of Her Majesty's cruisers, I addressed a memorandum, dated the 27th February, 1862, of which Inclosure No. 1 is a copy, to the Commander of the "*Prometheus*," thinking that perhaps she might be the vessel alluded to by the "*Tarugo Secundo*," and, if so, to get at the particulars of the case.

The "*Alecto*" was not on that part of the station at all in April 1861.

Captain Bedingfeld's reply, of which a copy is annexed, proved that my surmises were correct. I then took an early opportunity of communicating with the Governor-General of Angola on the subject, and beg to attach a copy of my letter, to which I have not received any reply from his Excellency.

I have forwarded a copy of this despatch and inclosures to the Secretary of the Admiralty, and hope that my proceedings in the matter will meet with your approbation.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 105.

Orders addressed to Commander Bedingfeld.

Memo.

"*Arrogant*," *Fernando Po*, February 27, 1862.

I INCLOSE certain documents which I have received from Her Majesty's Consul at St. Paul de Loanda respecting the boarding of a Portuguese vessel by one of our cruisers, and as I am led to believe that the "*Prometheus*" is the vessel alluded to in the complaint made by the captain of the merchant-vessel in question, I have to direct you (should my surmises be true) to furnish me with a full explanation of the occurrence without delay.

(Signed) W. EDMONSTONE, *Commodore and Senior Officer.*

Inclosure 2 in No. 105.

Commander Bedingfeld to Commodore Edmonstone.

Sir,

"Lagos," March 11, 1862.

IN reply to your memorandum dated Fernando Po, 27th February, 1862, I have the honour to inform you that I called upon Lieutenant Dolben and Mr. Barnes, Master's Assistant (the boarding officers), for a detailed account of their proceedings. Their statement I annex, and I have further to state what passed under my own observation :—

On standing into Elephant Bay the day mentioned, the brigantine was sighted at anchor in Equimina Bay without colours; as soon as I anchored, I sent two boats to ascertain what she was. About midnight Lieutenant Dolben returned, reporting that he thought her very suspicious from the quantity of water and mats on board, and that one of the crew reported that she had two or three slaves on board; not being able to read Portuguese he could not make out the manifest, and had, in consequence, left the cutter with the master's assistant to watch her during the night.

As soon as it was light enough I got up steam and stood round to Equimina Bay, anchoring near the brigantine; I hailed Mr. Barnes to come on board and to request the captain to do the same. On coming on board, the master of the vessel showed me his manifest, and, laughingly, observed that my Lieutenant, not being able to speak Portuguese, thought he had found a slaver, but that the large quantity of water, as well as the passengers, were entered in the manifests. Upon looking at this document, I found it was as he stated, and I therefore told him I hoped that he had not been put to any inconvenience by the boat's crew; he said, "Oh, not at all, it was of no importance, as he was not going to leave the place till he had watered." He made no complaint whatever; never mentioned that the officers wanted to weigh his anchor, but, in a friendly way, stayed in my cabin, giving me a good deal of information about the South Coast; he also showed me a well of water at Equimina, dripping through a rock, which he assured me was the best water on the coast. I afterwards met him ashore, and had another chat, but no complaint or protest of any kind.

The port of Equimina is simply a bay near Elephant Bay, having a small house and a slave-barracoon, and when I was there, there were no authorities, and no flag was hoisted on shore.

The protest is a tissue of mis-statements, evidently got up some time after the event.

I have, &c.

(Signed) NORMAN B. BEDINGFELD.

Inclosure 3 in No. 105.

Lieutenant Dolben to Commander Bedingfeld.

Sir,

"Prometheus," Lagos, March 5, 1862.

IN obedience to your orders to give a detailed account of the boarding of the Portuguese brigantine "Tarugo Secundo" in April last, I have the honour to inform you that, in obedience to your orders, I left this ship in Elephant Bay in the first cutter, accompanied by Mr. Barnes, Master's Assistant, in the second cutter, about 5.40 P.M. on the 10th of April last, to board a vessel we had sighted when coming into Elephant Bay.

It being nearly dark when we left the ship, I directed Mr. Barnes to keep close in-shore while I kept out to windward in case the vessel should attempt to escape. Several fires were lighted along the shore when we left the ship.

I sailed on in the direction of the vessel until I came to a Cabenda boat at anchor. I made out from the crew of her that I had passed the vessel. Just then we saw the flashes of a couple of guns or pistols; I pulled back, and in about twenty minutes observed a vessel with a light in rigging.

I boarded her, and found Mr. Barnes on board her. He asked to what nation she belonged. The captain did not seem to understand him; but when he asked him what his cargo was, he immediately voluntarily lifted her hatches. He then asked Mr. Barnes to come down to his cabin. Mr. Barnes endeavoured to make him understand that he did not want to see the ship's papers till I came. Being unable to make him understand that, he went down and saw the papers out on the table. He looked at the manifest, but not being able to understand much of it, went on deck again. The captain followed him, and Mr. Barnes asked him leave to signalize to me by firing. The captain assented, and Mr. Barnes fired two pistols and a rifle. Mr. Barnes then asked the captain for a lighted lantern, and one of the boat's crew held it up in the rigging. Up to this time Mr. Barnes was under the impression that none of the vessel's crew understood English.

Nothing more occurred till I came on board. I met the captain in the gangway, and, to the best of my recollection, he asked me down to his cabin. I went down with Mr. Barnes, and we looked over all the papers the captain showed us, which, as far as I could make out, appeared correct. We then went on deck again and walked round. I found sixteen large water-casks on deck. The mate came up to me, and informed me in tolerable English that there were 3 slaves for Mossamedes on board; afterwards said that they were passengers. I asked the captain, through the mate, what he had come here for, and where he was bound; and he said he had come here for wood and water, bound for Mossamedes; both his boats were out. He then opened his hatches, and I saw more water-casks, bamboos, and some jerked meat. In the cabin there were 120 mats, such as are used for slaves, and a large quantity of farinha in bags. I did not break the cargo, or examine it further. I asked him then to show me his colours, which had not yet been produced, and he brought out three or four Portuguese ensigns, and an English pilot-jack, and a private flag. I then went down into the cabin and had another look at his papers.

On account of my slight knowledge of Portuguese, I did not feel certain as to the papers being correct; and as I considered the cargo suspicious, I told the captain that I should leave Mr. Barnes on board till I saw you, and ordered the boat's crew out of the boat on the poop, to which he made no objection. One of the boat's crew was ordered to keep watch; the rest slept under the boat's sail on the poop. The captain asked Mr. Barnes below to sleep. Nothing more occurred.

I beg to call your attention to the following errors in Senhor José d'Almeira Fannes' letter :—

1. The date of boarding 11th instead of 10th.
2. The statement that Mr. Barnes asked for the papers, which he did not.
3. The statement about the signal to me.

4. The statement that I said I should weigh his anchor, which I deny.
5. The statement of protestation on his part, which I also deny.
6. The statement that I requested him to weigh his anchor, which I also deny.
7. The one man watch on the poop being converted into a sentry on each gangway.

The truth of the last part of the letter you can judge of better than I can, as I was not on deck till after the captain came on board of this vessel (which he has omitted to mention).

I have copied the nature of the cargo from the remarks that I wrote on the boarding-book on board the brigantine, and read to you on my return.

I have, &c.
(Signed) W. D. MACKWORTH DOLBEN.

I certify that the above is a correct and full account of the boarding of the Portuguese brigantine "Tarugo Secundo," on April 10, 1861.

(Signed) JOHN F. BARNES, *Master's Assistant*.

Inclosure 4 in No. 105.

Commodore Edmonstone to the Governor-General of the Province of Angola.

Sir,

"Arrogant," at Prince's Island, April 22, 1862.

IT has been brought to my knowledge through Sir Henry Huntley, Her Britannic Majesty's Consul at St. Paul's de Loanda, that a complaint has been made to your Excellency by the captain of the Portuguese brigantine "Tarugo Secundo," of his vessel having been illegally detained by Her Britannic Majesty's ship "Alecto" in April last, while at anchor in Equimina Bay, on the West Coast of Africa.

Your Excellency has already been informed by Sir H. Huntley that the "Alecto" could not possibly have been on that part of the station when this occurrence took place, as she was then cruising in the Bights of Benin and Biafra, to the north of the Equator.

As the "Prometheus," a similar vessel to the "Alecto," was at that time stationed to the southward of St. Paul's de Loanda, I felt it my duty to make every inquiry into this matter, and have now the honour to state that the vessel in question was boarded by the boats of the "Prometheus" on the 10th, and not on the 11th April, 1861, as reported to your Excellency, and beg to inclose, for your information, a report of the circumstances attending it from the Commander of the "Prometheus," as also that of the boarding officers.

In conclusion I would respectfully draw your Excellency's attention to the great difference in the statements made by the master of the "Tarugo Secundo" and the boarding officers, and regret that a complaint of so serious a nature should have been so lightly made against a British cruiser, but which I venture to hope the annexed documents will entirely remove.

I have, &c.
(Signed) W. EDMONSTONE.

No. 106.

Lieutenant Allingham to Commodore Edmonstone.

Sir,

"Antelope," St. Paul de Loanda, August 7, 1862.

I HAVE the honour to report that, on the 4th instant, I took, from information gained by a native, a vessel with 203 slaves on board. She had no papers or colours at the time of capture.

It appears, from the story told to me by the Captain, that the vessel had been fitted out by an American barque called the "Joshua Bragdon," and I have not the smallest doubt that such was the case, as all her gear and fittings were American, and I know the vessel was decked over in the Bay of Cabenda.

The Captain of the "Joshua Bragdon" was very insolent to me for boarding him, and tried to fire a gun at me.

I am under the firm impression that she is about to take slaves from this coast, and I think she was laying off Cabenda for that purpose.

I have, &c.
(Signed) C. O'D. ALLINGHAM.

"Arrogant," St. Paul de Loanda, August 11, 1862.

Forwarded for the information of my Lords Commissioners of the Admiralty.

(Signed) W. EDMONSTONE.

No. 107.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"Arrogant," at Ascension, September 2, 1862.

IT is with much satisfaction that I have now to bring under your notice the several captures which have recently been made by the cruizers on the South Coast:—

The "Wye," on the 25th June, captured the "*Concepcio*," off Mangue Grande, with 295 slaves on board;

The "Dart," an empty brig, without name or nationality, on the 11th July;

The "Espoir," a large barque, under similar circumstances, on the 22nd of that month;

The "Torch" captured the "*Clarissa*," empty, on the 24th July;

And the "Antelope," a small cutter, no name or nationality, in Cabenda Bay, with 203 negroes on board, on the 4th ultimo.

These frequent captures must be a heavy blow to the Slave Trade; still, I hear that active preparations are being made to carry on with vigour that nefarious Traffic: but I trust, now that the squadron has been so greatly increased, and the American Treaty about to be put into force, we shall be able to hamper very seriously the proceedings of the slave-dealers on this coast, although a great deal of sickness has prevailed in the Bights, and Sierra Leone is at present very unhealthy.

I am thankful to say our cruizers have not suffered.

No. 108.

Commander Symons to Commodore Edmonstone.

Sir,

"Lee," St. Paul de Loanda, August 1, 1862.

I HAVE the honour to inform you that, on the 16th ultimo, I ordered the Portuguese schooner "*Massango*" to be boarded, at sea, in latitude 2° 11' south, longitude 6° 3' east, thirty-seven days from the Island of St. Thomas, bound to this port.

I inclose copy of the boarding officers' report.

I have, &c.

(Signed) EDWIN SYMONS.

Inclosure in No. 108.

Report of Proceedings on boarding the Portuguese schooner "Massango."

BOARDED the above-named vessel, in pursuance of orders from Commander Edwin Symons, at 2.15 P.M., and left her at 3 P.M. on the 16th July, 1862.

I found, on searching her, that her cargo consisted of coffee: and it appears from her papers that she was bound to St. Paul de Loanda from the Island of St. Thomas, having been out from the latter place thirty-seven days.

After ascertaining her character, everything was put to rights that had been disturbed by the search.

No complaint was made by any person on board.

I appended the following statement to her log, at the request of the Master:—

"I hereby certify that I, Lieutenant C. E. Foot, of Her Majesty's ship '*Lee*,' by order of Edwin Symons, Esquire, Commander of the said ship, boarded the Portuguese schooner '*Massango*' at 2.15 P.M., and left her at 3 P.M., having complied with the instructions."

Dated this 16th day of July, 1862, at sea, on board Her Majesty's ship "*Lee*."

(Signed) C. E. FOOT, Lieutenant.

Witness:

(Signed) WM. BENNETT, Master's Assistant.

No. 109.

Mr. Roberts to Commodore Edmonstone.

Sir,

"Wye," Fernando Po, July 27, 1862.

I HAVE the honour to report for your information, that on Wednesday 25th June, 1862, when proceeding to the northward from Loanda, twelve or fifteen miles

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off-shore, and about the parallel of Mangué Grande, a vessel was reported close in-shore making sail. I continued on my course at an easy rate, and soon after saw the vessel (a fore topsail schooner) standing to the north-west with fore topmast studding sail set (the wind not strong for a sea breeze, three to four) was gradually closing us, as she was sailing faster than we steamed. I continued on my course till about 2 P. M., when I fancied from indecision about the course the vessel in sight was making, at one time going off, and another time regaining her original position, that she was not what I first supposed—a legal trader. At 2 P. M. I edged in to close the land and her, but showed no colours. At 4 P. M. I observed chase had altered her course to close the land, so shaped a course to ensure closing on him, and this took us in a little to the northward of Margaret Head by 6 P. M., by which time we were south-westward of him about three miles. I fired two blank guns, and showed our colours; to the last gun he acknowledged our presence by letting go most of the halyards of his sail. And at 6-10 P. M. we stopped the engines, then about a mile off-shore a little to the southward of Cape Desert, when I lowered a boat, and sent Mr. Gulliver, the Second Master, to board her; he sent for answer that she had slaves on board. I then went on board myself and ordered Mr. Gulliver to anchor the “Wye,” and when in satisfactory position I anchored the detained vessel, transferring seventeen of the prisoners out of nineteen to the “Wye.” By 8 P. M., from information given me by the Captain and supercargo, in most cases confirmed by a cross-examination of several of the crew while on board, it appears that the vessel, which is said to be the “*Concepcio*,” a fore topsail schooner of 110 to 120 tons, left the port of Matanzas in Cuba almost the latter end of January, 114 days before I took her; that she came direct to the Gallinas River, where she remained six days in anticipation of a freight. The reason stated to me was that there were not sufficient slaves to complete a paying cargo, and as it had been told them that their arrival there had been reported at Sierra Leone, and that a steamer was likely soon to visit them, they could not afford to run the risk of capture; so left, leaving three passengers interested in the speculation of the vessel at Gallinas, and that they came direct to Mangué Grande, and that the vessel arrived there the day before they shipped the slaves (June 25); that she would have embarked from fifty to sixty more, but in consequence of two canoes having capsized and several slaves being drowned, the shippers had refused to send more off, and the vessel herself was rather too close to the shore, with the rollers commencing to set in, and having, as he supposed, from 300 to 310 slaves on board he determined not to wait as he was obliged to shift his berth further out; so cleared off at once, having on board a German (a naturalized Portuguese) as agent to the shippers and supercargo. This man was taken similarly occupied in the vessel taken a short time since with 900 slaves in her by Her Majesty’s ship “*Ranger*,” and has been captured twice in a subordinate position, and twice as agent for the cargo; in both the latter cases the freight taken on the well-understood terms of half cargo disposed of. The actual Captain of the vessel, Pedro Juan Capo, has been sixteen times for slaves to various ports in Africa since 1838, but chiefly from the Bights of Benin, Gallinas, and Cape Lopez; the two latter places previous to 1848. He is a Catalonian by birth, but has long resided in Cuba. She had on board when I detained her a crew of nineteen; showed no colours, and delivered up no papers, and officially had neither name nor nationality; had 296 slaves on board, viz., 133 men, 55 women, 80 boys, and 27 girls, and equipped as regards provisions and water for sixty days for 350 slaves. She was bound to any port in Cuba most convenient for landing. I was assured by both Captain and supercargo that six or seven vessels that they knew of, some American, but clearing out of Cuba, were engaged in the same sort of speculation as regards the vessel and equipments, and having no other connexion with the shippers than letters of introduction to the several shipping places on the coast of Africa. The supercargo, who has been nearly four years on the South Coast, Congo, and Mangué Grande, and has been captured on every occasion of his trying to leave, told me that slaves were scarce in the factories at Mangué Grande, and although they might be had in large numbers, they were not always to be procured at short notice, as the European traders avoided purchasing beyond a certain number to save the expense of keep, in consequence of the uncertainty of an opportunity to ship them off, and that the native traders near them did not encumber themselves too soon for the same reason, and that to the best of his knowledge there were not above 250 slaves in the factories at Mangué Grande when these were shipped off. On 26th at 2 P. M. I sent Mr. Gulliver, Second Master, five seamen,

and two kroomen belonging to this ship, and the supercargo and carpenter of the detained vessel, to navigate her to St. Helena for adjudication in the Vice-Admiralty Court at that Island.

I have, &c.
(Signed) V. G. ROBERTS, *Master Commanding.*

No. 110.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "Arrogant," Cabinda, July 22, 1862.
I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that on the morning of the 11th instant, observing a sail off Mangue Grande, the great shipping-place a little to the southward of the Congo, I immediately proceeded in chase; and having caused the vessel to be boarded, she proved to be the American barque "Seamew," of Salem, a legal trader, ninety-eight days out, and consigned to a Mr. Cunningham, merchant, at St. Paul's de Loanda.
I beg to annex the boarding officer's report, with the usual return, and have, &c.

(Signed) W. EDMONSTONE.

Inclosure in No. 110.

Lieutenant Hereford to Commodore Edmonstone.

Sir, "Arrogant," at Sea, Lat. 6° 21' S., Long. 11° 59' E., July 11, 1862.
IN compliance with your order I this day boarded the American barque "Seamew," and beg to inform you that I found her register correct.
The Master did not require any notation made in his log, and made no complaints.

I have, &c.
(Signed) E. W. HEREFORD.

No. 111.

Commander Wratislaw to Commodore Edmonstone.

Sir, "Ranger," at Sea, Lat. 8° 7' S., Long. 10° 26' E.,
July 17, 1862.
I HAVE the honour to report that I this day directed Lieutenant Dale to board the American barque "Joshua Bragdon," and examine her register, which was apparently correct.
There was no detention, and the master had no complaint to make.
I inclose a copy of the boarding officer's report.

I have, &c.
(Signed) H. WRATISLAW.

Inclosure in No. 111.

Lieutenant Dale to Commander Wratislaw.

Sir, "Ranger," at Sea, Lat. 8° 7' S., Long. 10° 20' E., July 17, 1862.
In obedience to to your order I this day boarded the American barque "Joshua Bragdon," and examined her register, which was apparently correct.
The Master made no complaint of the visit.

I have, &c.
(Signed) A. T. DALE.

Witness:
(Signed) H. C. TREMAYNE.

No. 112.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Ascension, September 2, 1862.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that I despatched Her Majesty's steam-vessel "Mullet" on the 3rd ultimo for Lagos, with the necessary instructions for the "Investigator" to prepare and proceed without delay to communicate with Dr. Baikie at the Confluence of the Niger.

Lieutenant Lefroy has been furnished with full instructions for his guidance, and directed to take charge of the presents sent out to the Native Chiefs, who have shown much kindness to Dr. Baikie. Mr. Southwick, Master's Assistant of the "Espoir," who was up the river last year, has also been lent to the "Investigator," in compliance with their Lordships' orders.

In the event of anything occurring to delay the "Investigator" beyond the time mentioned in their Lordships' despatch, I have directed the senior officer of the Bights Division, Captain Luce, of Her Majesty's ship "Brisk," to send the "Handy," which vessel has been ready for service in the Niger for some time, in her place.

I have, &c.
(Signed) W. EDMONSTONE.

No. 113.

Commander Douglas to Commodore Edmonstone.

*"Espoir," at Sea, Lat. 6° 45' S., Long. 12° 25' E.,
July 22, 1862.*

Sir,

I HAVE the honour to report that I have this day detained a barque of about 250 tons, having no name, and sailing under no colours, having a slave-deck laid for about 900 slaves, and being in all respects fitted for the Slave Trade.

Having taken out of her fourteen of her crew, consisting in all of seventeen men, Spaniards and Portuguese, I detached Lieutenant Murray and a prize-crew of eleven men to navigate her to St. Helena.

From what I learn from the crew, I believe this vessel fitted out at Cadiz; she was to have shipped her slaves about Mecula.

Her master (a Portuguese) states that he has been backwards and forwards from the coast for the last twenty years; that this is the sixth time he has been taken; and that he has escaped with cargoes of slaves five times.

I had received no previous information of the movements of this vessel.

I have reason to believe she sailed from Cadiz about the 16th of May, and that she formerly sailed under the name of the "Traviata."

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 114.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," Cabinda, July 22, 1862.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that on the 11th instant, while off the River Congo, I fell in with and boarded the barque "Clarissa," under American colours.

She had no register, but produced a certificate signed by the American Consul at Cadiz, to the effect that her register having been lost on the passage between New York and that port, he had given the certificate to enable her to claim the protection of the American flag.

Under these circumstances, I permitted the "Clarissa" to proceed on her voyage, but I am convinced she is not a legal trader, and that she will certainly ship a cargo of slaves as soon as a favourable opportunity offers.

This vessel was again met with by the "Arrogant," two days afterwards,

in the Congo, and is now being watched by the cruisers on the South Coast, and I sincerely trust will not succeed in her inhuman object.

I beg to annex the boarding officer's report, with the usual return.

Inclosure in No. 114.

Lieutenant Huntley to Commodore Edmonstone.

*"Arrogant," at Sea, Lat. 6° 21' S., Long. 11° 59' E.,
July 11, 1862.*

Sir,

IN compliance with your order I this day boarded the American barque "*Clarissa*," and beg to inform you that I found she had no register, the master producing a letter given him by the American Consul at Cadiz, which stated that the register had been lost on the passage from New York to Cadiz, which letter I believe to be authentic. The master did not require any notation made in his log, and made no complaints.

I have, &c.
(Signed) SPENCER R. HUNTLEY.

No. 115.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Ascension, September 12, 1862.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that I have this day received intelligence from Captain Luce, of Her Majesty's ship "*Brisk*," the Senior Officer of the Bight Division, that the "*Investigator*" was to have left Fernando Po, properly equipped, on the 30th ultimo, for the River Niger, in pursuance with their Lordships' instructions.

An officer from the "*Espoir*" was on board; also, that the crew were healthy and cheerful.

The "*Brisk*" is to meet the "*Investigator*" at the entrance of the Nun, with a hired covered boat containing about twenty-five tons of coal, which she will turn over to her. This is a very thoughtful arrangement on the part of Captain Luce, as the boat can easily be towed by the "*Investigator*," and will enable her to replenish her fuel when necessary, it not being prudent to burn wood, and thus insure their Lordships' directions with regard to this important service being efficiently carried out.

I beg leave here to add, that great praise is due to Lieutenant Glover, of the "*Handy*," for the very valuable and ready assistance afforded by him to Lieutenant Lefroy in equipping the "*Investigator*." Although he must have been disappointed at not being permitted to proceed up the Niger, as previously arranged by me, still he freely gave the benefit of his experience and advice; and I feel it due to that officer to bring the same under their Lordships' notice.

I have, &c.
(Signed) W. EDMONSTONE.

No. 116.

Commander Smith to Commodore Edmonstone.

(Extract.)

"Torch," Sierra Leone, August 20, 1862.

I HAVE the honour to report to you that the barque "*Clarissa*," detained by Her Majesty's ship "*Torch*" in the River Congo on the 24th day of July, 1862, on the ground of being engaged in the Slave Trade, was this day condemned in the Vice-Admiralty Court as not being entitled to the protection of the American flag or that of any other State or nation.

No. 117.

Commander Simpson to Commodore Edmonstone.

Sir,

"Mullet," off the River Congo, August 9, 1862.

I HAVE the honour to forward the inclosed letter from Lieutenant A. J. Brooke, of Her Majesty's sloop under my command, reporting the destruction of a

schooner loaded with slaves, through being run on shore in the surf near Point Padron.

The vessel was observed from the masthead of the "Mullet," shortly before she was chased by Lieutenant Brooke, and was taken to be one of the large class of coasters. She passed in-shore of the "Mullet" (then at anchor about six miles from Point Padron) close to the surf.

Knowing that Mr. Brooke would most probably intercept her on his return from Shark's Point (where I had sent him to obtain information of the movements of the "Espoir"), I did not board her from the ship.

The following morning I proceeded in the whaler to obtain what information I could relative to the wrecked vessel and her living freight. To my astonishment, not a vestige of her was to be seen on the beach where she had run on shore, and nothing to indicate that anything unusual had happened, beyond innumerable foot-prints and other marks on the sand; also, great numbers of natives moving about in the bush beyond.

The surf being too heavy to beach the boat without risk, I proceeded to Shark's Point, where I heard that the slaves had been marched off into the bush, where also the pieces of the vessel had been drawn as she broke up on the surf. It will consequently be seen that it was impossible to obtain a more accurate measurement of the vessel than the estimate given by Lieutenant Brooke in the inclosed letter.

I have much pleasure in bringing to your notice the gallant conduct of Lieutenant Brooke and his boat's-crew of Kroomen, in beaching the boat through a most dangerous surf, by which means they were enabled to save the lives of many of the unfortunate slaves, though it is to be regretted that, unavoidably, many perished, and none were redeemed from slavery.

I have, &c.
(Signed) C. H. SIMPSON

Inclosure in No. 117.

Lieutenant Brooke to Commander Simpson.

Sir,

"Mullet," off the River Congo, August 9, 1862.

IN compliance with your order, I this day proceeded in the whale boat of Her Majesty's ship "Mullet" to Shark's Point, and on my return observed a schooner making for the mouth of the Congo.

As she appeared a suspicious vessel, and there was great confusion on board, I pulled towards her, when her helm was put up, and she ran on shore in the surf.

I immediately beached the whaler, but the people belonging to the schooner (one of whom was a white man), together with about 150 young negroes (whom I conclude to have been slaves) escaped into the bush directly the schooner struck.

Several of the slaves who were injured by the falling of the masts I managed to drag out of the surf; a great number, I regret to say, were drowned: as night was coming on I could render them no further assistance.

The surf was so heavy that it was impossible to board the schooner. She was apparently without colours, and as near as I am able to judge, about 60 or 70 feet long, with 14 or 15 feet beam, 9 or 10 feet depth of hold, and of about 70 or 80 tons.

I remained on shore until the schooner was entirely destroyed, when with great difficulty we launched the whaler through the surf, and returned to the ship.

I have, &c.
(Signed) ARTHUR T. S. BROOKE.

No. 118.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Ascension, September 12, 1862.

I HAVE the honour to transmit, for the information of my Lords Commissioners of the Admiralty, a copy of a letter, dated 23rd ultimo, from Commander Perry, of Her Majesty's steam-sloop "Griffon," which has only to-day reached me at this anchorage, and of its inclosure, respecting the very recent atrocities committed by the King of Dahomey.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 118.

Commander Perry to Commodore Edmonstone.

Sir,

"Griffon," at Lagos, August 23, 1862.

I BEG to inform you that I forwarded by last mail a copy of the inclosed information, but as Her Majesty's ship "Wrangler" is now leaving for Ascension, I send another copy so that you may receive it as soon as possible.

I am sorry I could not obtain any information concerning the warlike tactics of the Dahomians from Mr. Euschut, as he was not permitted to leave the immediate vicinity of his hut during his stay at Abomey, except when taken to see the sacrifices.

However, I firmly believe that the information he has given is strictly correct, except that from his answers to my questions about the space the troops covered, the time they took marching past, &c., I feel sure he has greatly exaggerated their number.

I have, &c.
(Signed) J. L. PERRY.

Inclosure 2 in No. 118.

Commander Perry to Commodore Edmonstone.

Sir,

"Griffon," Little Popoe, August 6, 1862.

I THINK it my duty to lay before you, with as little delay as possible, the following information concerning Dahomey:—

On 5th August, when at anchor off Little Popoe, I received a letter from the shore, stating that Mr. Euschut, a Dutch merchant, residing at Popoe, had just returned from Abomey, and had news of great interest for my ear. This Mr. Euschut I have had frequent communications with, and I have every reason to believe his information to be most accurate, trustworthy and reliable; I therefore borrowed a surf-boat from a Dutch brig laying in the roads, and having manned her with ten of our Kroomen, I with great difficulty effected a landing, two boats out of three that tried the beach on that day being capsized owing to the very heavy surf.

I give the substance of Mr. Euschut's information as closely as possible, having jotted it down in my note-book during our conversation.

It appears that Mr. Euschut went to Whydah on trade business in the middle of June—on June 24th. While still at Whydah he received the "stick" of the King of Dahomey, with an intimation that his presence was required at Abomey. Mr. Euschut tried every method of evading the journey, but without avail; the Cabooceers of Whydah plainly telling him that he would be carried to Abomey as a prisoner if he did not at once willingly obey the King's message. Accordingly at 1 P.M. of June 26, having provided himself with six hammockmen, he left Whydah for Abomey, escorted by an armed party of Dahomians. The same evening he reached Atada, the old residence of the Kings of Dahomey.

June 27.—At 1 P.M. left Atada and arrived at Tafour at 10 P.M.

June 28.—At 5:30 A.M. started for Kannoo through swamp, very little water over swamp; and easily passed. At 2:30 P.M. reached Kannoo, about twelve miles' journey; arrived outside walls of Abomey at 7:30 P.M., the road the whole way being very good. He was at once shown into a very fair house, and told to remain there during the night.

June 29.—Received a message from King that he was to be presented the next day.

June 30.—Entered walled part of town through Royal gate; received there by two Cabooceers, who saluted him, saying, "King had never seen a Dutchman; King's father had never seen a Dutchman, and now they had plenty of people to kill, they were very glad to see a Dutchman." He was then ordered to drink the King's health four times, after which the Cabooceers danced round him, singing and firing guns. He was then conducted to the King's place, and received there by the Prime Minister, who told him the King would receive him the next day.

July 1.—Received by the King, who was seated outside of the palace on a raised dais, surrounded by Amazons. He saluted the King in the European style; the King at once got up and shook hands with him, saying he was very glad to see a Dutchman. He continued talking Portuguese for about ten minutes with the King, and was then ordered to return to his house and remain inside for three days.

July 5.—He was brought to the market-place, where he was told many people had been killed the night before. He first saw the body of Mr. William Doherty, a Sierra Leone man, and late Church Catechist at Ishagga. The body was crucified against a large tree, one nail through the head, one through the chest, and one through each hand and foot, the left arm bent, and a large cotton umbrella in his grasp. Mr. Euschut was then taken to the King, who was seated on a raised platform, from which he was talking to the people much "war palaver," and promising them an attack on Abbeokuta in November. Cowries, cloth, and rum were then distributed.

In front of the market-place rows of human heads, fresh and gory, were ranged, and the whole place was saturated with blood. The heads evidently had belonged to some of the Ishagga prisoners, who had been killed during the night, after having been tortured in the most horrible manner.

Until July 10th Mr. Euschut was ordered to remain quiet in his house, and not to move or look out after sun-down.

July 10.—The ground shook violently, evidently, from the date, the effect of the earthquake felt at Accra. Mr. Euschut was at once brought to the market-place, where he found the King again seated on the raised platform, surrounded by Amazons.

The King told him that the "ground shaking" was his father's spirit complaining that "customs" were not "made proper."

Three Ishagga Chiefs were then brought before the King, and told they were to go and inform his father's spirit that "customs" should be "made" better than ever. Each Chief was then given a bottle of rum, a head of cowries, and then decapitated.

Twenty-four men were then brought out, bound in baskets, with their heads just showing out; they were placed on the platform in front of the King, and thrown down to the people, who were dancing and singing below. As each man was thrown down, he was seized and beheaded. The heads were piled in one heap, and the bodies in another. Each Dahomian who caught a victim and cut the head off received one head of cowries (about 2s.).

After all were killed, Mr. Euschut was conducted home.

July 11.—Taken to another part of the town, where exactly similar horrors were being perpetrated.

July 12.—All the platforms were taken down, and the programme appeared to be firing guns, singing, and dancing all day. There were no public sacrifices for ten days, but Mr. Euschut believes many took place during the night.

July 22.—Taken to see the "grand custom" at the palace of the late King, at the gates of which two platforms were being re-erected. On each platform sixteen men and four horses were placed.

Inside the palace was another platform, on which were placed sixteen women, four horses, and one alligator.

The men and women were all Sierra Leone people, captured at Ishagga; they were dressed in European clothes. Each group of sixteen was seated (bound) in chairs, placed round a table, on which glasses of rum were put for each person.

The King then ascended the platform, where he adored the Dahomian fetish, and made obeisance and spoke to the prisoners, whose right arms were then loosed to enable them to drink the King's health. After the health had been drunk, the "effects" of the late King were paraded, and worshipped by the people as they passed.

A grand review of troops then commenced, and as each regiment marched by the King harangued them, and promised them the sack of Abbeokuta in November.

Nearly the whole of the troops bore fire-arms; a few select corps had rifles, but the greater number old flint-cock muskets. The artillery consisted of twenty-four guns, 12-pounders.

The number of troops could not be less than 50,000 including 10,000 Amazons, all apparently well-disciplined troops.

After the review was over the prisoners were beheaded, their heads being hacked off with blunt knives. At the same time the horses and alligator were despatched, particular care being taken that their blood should mingle with that of the human prisoners. When all was over, Mr. Euschut was permitted to leave Abomey, which it is needless to say he immediately did, having received the munificent viatica of eight heads of cowries, one piece of cloth, and two flasks of rum.

I have, &c.
(Signed) J. L. PERRY.

No. 119.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," Sierra Leone, October 6, 1862.

I HAVE the honour to inclose for your information a letter, dated the 28th August last, and other papers which I have recently received from Lieutenant Stokes, of the "Bloodhound," by which it will be seen that our affairs in the Benin are at present in a very unsatisfactory state.

Taking into consideration the peculiar nature of the river, and consequently the many difficulties to be met with in resorting to hostile measures against the natives, I certainly think an entire stoppage of all trade for a short time, in the manner proposed by Lieutenant Stokes, with a man-of-war constantly to visit the Benin, would be the best mode of regaining tranquillity in the river.

I have issued instructions to Captain Luce of the "Brisk," the Senior Officer in the Bights, to order a cruizer on this duty, should my views coincide with those of his Excellency the Governor of Lagos; and I only trust the European traders in the Benin will agree together and positively refuse all intercourse with the natives, until they come to such terms as Governor Freeman may think proper to impose as a punishment for the outrages committed on British subjects.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 119.

Lieutenant-Commander Stokes to Captain Luce.

Sir,

"Bloodhound," Lagos, August 28, 1862.

HAVING received orders from Commander Beamish on the 18th July to proceed to Fernando Po for coal, and to take Her Majesty's Consul there to Prince's and St. Thomas's Island for the benefit of his health, I have to inform you that in consequence of an urgent requisition from the said Consul (copy inclosed) to proceed to the Benin to protect the lives and property of British merchants, I embarked the Consul and left Fernando Po on the 1st August and anchored in the Benin on the 4th, finding the state of the river most unsettled.

The Consul on our arrival forwarded a despatch to the principal Chief, named Jerry, requesting he would proceed on board to have an interview, but he refused on the plea of being detained. Another message was sent, but he still refused on the following day.

Jerry signed a Treaty in the year 1851 (*vide* Hertslet, vol. ix, p. 14) in the presence of Consul Beecroft and Captain Bedingfeld, R.N. The Consul made him Chief of the River, and gave him possession of the Queen's Stick, which he still retains.

On the 8th instant, the Consul and myself proceeded up to Warree to have an interview with the Chiefs, but the result was they had not sufficient power to interfere in the matter.

On the 16th instant I accompanied Consul Burton to the Chief of Benin to try and persuade the King to use his influence and send down some of his Chiefs to assist us in settling this affair. The King having promised to do so, we waited for five days, but they never came; in fact, I think the King had no intention of sending them down, as he appeared to have but very little power.

On the Consul's arrival the merchants agreed to stop trade, as they imagined the Chiefs would come to our terms by delivering up Akeobour, the Chief who committed the outrage on Mr. Henry's factory.

After having the trade stopped for twenty-two days, no effect was produced, and I think myself the Chiefs would hold out for at least six months or so.

After weighing over the matter the Consul and myself thought it advisable to leave the river, and lay all particulars before Governor Freeman.

There is only one course to be adopted—the merchants must leave their factories and reside on board the ships outside the bar, and I think in the course of six months the natives would be happy to come to any terms which might be laid before them.

Nearly all the villages are up narrow creeks, and we should sustain loss in attacking them.

The settlement of the Chief Akeobour is said to be fifteen miles up a very narrow creek. To attack him would at least require 100 men. Canoes could proceed up, but boats would have great difficulties.

On the 6th instant a boat was sent to Lagos with despatches, but unfortunately she was capsized. Having remained nearly a month in the river, I was not justified in remaining longer, as I had not received orders from you, and I was only acting under a requisition. Also Consul Burton wished to have an interview with Governor Freeman about the state of the river.

I crossed the Benin Bar on the morning of the 27th, and proceeded to Lagos to report my proceedings.

I am, &c.

(Signed) JOHN E. STOKES.

Inclosure 2 in No. 119.

Consul Burton to Lieutenant-Commander Stokes.

Sir,

Fernando Po,

I HAVE received an urgent requisition for assistance from Mr. Henry, merchant, Benin River: a copy of it is herewith inclosed.

Relying upon your long experience upon the coast, and your zeal for the protection of British interests, I venture to request that you will defer your cruise to Prince's Island and St. Thomas's, and that you will lend me your able assistance in affording defence to British life and property, which are now threatened in the Benin River.

I am, &c.

(Signed) R. F. BURTON.

Inclosure 3 in No. 119.

Mr. Henry to Consul Burton.

Fernando Po, July 28, 1862.

Sir,

ON the 24th May of this year, my establishment at Benin River was forcibly plundered by about 200 armed natives, and property to the amount of about 8,000*l.* taken away, two of my servants nearly killed, and my wife driven from her home through swamps to save her life, or from otherwise being worse treated. It has resulted fatally.

My own life is in danger at any moment unless I have protection from our Government, and I now throw myself (as a British subject) on your hands, in the hope that I may obtain that which every Englishman expects—"justice."

I cannot return to Benin without this matter being taken up by the Government. Should I do so, I firmly believe every European establishment would be plundered.

Within the last ten days, Messrs. Horsfall's establishment there would have been plundered to a large amount of money, had it not been for Captain White and the writer, though protection was given at great risk to our own lives.

If I am not to be left to the mercy of natives of Benin River, I must have immediate assistance.

I have, &c.

(Signed) R. C. HENRY.

Inclosure 4 in No. 119.

Mr. Henry to Lieutenant-Commander Stokes.

Fernando Po, July 29, 1862.

Sir,

I HAVE been obliged to leave my residence at Benin River to seek protection and assistance from the British flag against the inhabitants of that river. They on the 24th of May last plundered my establishment to a very large amount of property, nearly killed two of my servants, and caused the death of my wife, having driven her from her home through swamps to seek protection at another European establishment.

Within the last ten days Messrs. Horsfall and Son's establishment was threatened to be plundered, and would have been had not the writer and another agent exerted themselves to protect it, which services were rendered at a very great risk of life.

I have a large amount of property in the Benin River, which I now advise you is in imminent danger unless I have your protection.

Awaiting your decision, I am, &c.

(Signed)

RICHD. C. HENRY.

No. 120.

Comander Hoskins to the Secretary to the Admiralty.

Sir,

"Zebra," at Sea, off Black Point, August 29, 1862.

I HAVE the honour to report to you that on the evening of the 27th instant, when about 80 miles due west of Black Point, I captured an American-built clipper schooner, without name, papers, or colours, fully equipped for the Slave Trade.

I lay by her for the night, and in the morning, she appearing to be quite rotten and unseaworthy, I ordered the proper officers to survey her; and in accordance with their report (a copy of which I inclose), I measured her, and set her on fire.

Having seen her burnt to the water's edge, I proceeded to Black Point, where I have this day landed her crew consisting of 12 Spaniards.

The master declined entirely giving any information respecting her, but one of the crew stated that her name was the "*Volador*," from the north coast of Cuba, and that they were waiting in the offing for twenty days for their cargo of 400 negroes to be collected.

I have, &c.

(Signed) A. H. HOSKINS.

Inclosure in No. 120.

Messrs. Lang, Bourchier, and Bennet to Commander Hoskins.

Sir,

"Zebra," at Sea, Lat. 4° 32' S., Long. 10° 36' E., August 28, 1862.

IN pursuance of orders from you we proceeded on board the slave schooner (name unknown) captured by Her Majesty's ship "*Zebra*," under your command, on the 27th instant, in latitude 4° 32' south, longitude 10° 36' east; and have the honour to report that after a strict and careful survey we found that she appeared to be a vessel of great age, timbers and other parts very rotten, champlates broken and defective, and altogether, in our opinion, quite unseaworthy.

Having measured her for tonnage we find her dimensions to be as follows:—

Length, from after part of stem to fore part of stern post, between perpendiculars, 108 feet; breadth, at 36 feet abaft the stern, 22 feet; depth of mainhold from under side of deck to keelson, 11 feet 3 inches.

And we hereby certify that we have taken this survey and measurement with strict care and accuracy.

We have, &c.

(Signed)

O. T. LANG, *Lieutenant*.
W. L. BOURCHIER, *Master*
W. BENNET, *Carpenter*.

No. 121.

Commander Hoskins to the Secretary to the Admiralty.

Sir,

"Zebra," off Mangue Grande, October 4, 1862.

I HAVE the honour to report to you that I yesterday morning captured off this place a barque without name, papers, or colours, and whose figure-head had been sawn off, fully equipped for the Slave Trade. Spanish colours were shown for a short time while we were approaching her, but were hauled down before she was taken possession of.

The master declined giving any information respecting her, and every document had been most carefully destroyed.

I landed the crew at Mangue Pequeno, and despatched her last night to St. Helena for condemnation, in charge of Lieutenant Lang and a prize crew.

I have, &c.

* (Signed) A. H. HOSKINS.

No. 122.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"Arrogant," Cabinda, July 20, 1862.

I AM desirous of bringing to your notice the present unsatisfactory state of affairs in the River Congo.

Last year, as was duly reported, I was obliged to punish the natives of Shark's Point and its vicinity for a piratical outrage upon the schooner "Shark," stranded upon the Point itself, and belonging to Messrs. Tobin and Co. of Liverpool.

About two months ago Mr. Meecham, having previously signified his intention to remove his business altogether from the Congo, was attacked at Punta da Lenha by the natives, part of his house burnt, the property stolen, and he himself taken into the bush. They demanded a ransom, which was paid, and they immediately released him. On inquiring into the matter, I am led to believe that the natives acted thus on account of a personal enmity towards Mr. Meecham.

On my recent visit, however, to the Congo (11th instant), I sent two boats up the river to visit Punta da Lenha, when I received intelligence that a Mr. Adams, agent to Cookson and Hatton's house, was kidnapped a few days previously, and taken into the bush, but that he was about to be ransomed.

At present there is only one English factory at Punta da Lenha, one American, one Dutch, one Spanish, and nine Portuguese; and as that place is the great focus of the Slave Trade on the South Coast, it is only reasonable to suppose that these nine Portuguese have something to do with it.

No. 123.

Commander Symons to Commodore Edmonstone.

(Extract.)

"Lee," at anchor off Great Popoe, August 27, 1862.

I HAVE the honour to inform you that, while running along the coast this day, a barque was seen at anchor off Great Popoe, under Portuguese colours. Immediately afterwards she was observed to haul them down and hoist the American ensign. Thinking this proceeding looked suspicious, I stood in and came to an anchor near her, and sent two officers on board to ascertain her nationality. They found she was the American barque "*Elizabeth*," of New York, but was commanded by a Portuguese Captain. It was stated that her former master died at Whydah on the 22nd July last.

There was scarcely any cargo on board (one or two casks of rum and the same of tobacco), but in the hold there were eighty-four large casks (hogsheads). The master stated that it was his intention to proceed to New York in salt-water ballast, for which purpose he had these casks on board.

On my boarding this vessel I requested the master to allow me to see the Custom-house certificate that these casks were to be used for lawful purposes, but which he could not produce, and stated that before he left Great Popoe a certificate would be given him that these casks were for the purposes he stated.

On looking over his papers I observed, by a bill of lading for his outward cargo from New York, that a certain number of stakes had been taken on board there, which would probably have sufficed to have made the number of casks he had on board. Taking this into consideration, as also the fact of the death of the former master, and the present one not understanding the English language, I thought it might account for his having no manifest, for the log not being written up since the 12th of May, 1862, and for his papers being in such disorder.

Neither the master nor any person on board had any complaint to make relative to the visit, of which fact, together with a notice of having boarded the vessel, I made in her log [*sic*].

The master denied having hoisted the Portuguese colours as stated in the first part of this letter, which not having seen myself, I thought might have been a mistake.

No. 124.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"Arrogant," Sierra Leone, October 22, 1862.

I HAVE the honour to report on the state of the Slave Trade on the West Coast of Africa, between the 1st October, 1861, and the 30th September, 1862, being a continuation of my letter to you dated the 7th November last.

My reasons for extending this report over a period of twelve months are partly those stated in the second paragraph of the above-quoted letter; also that

on my arrival at Sierra Leone from Ascension, having received information on the subject to a very recent date from the cruisers under my orders, and at the same time expecting shortly to be relieved by Commodore Wilmot, I felt it would be better to extend this my final report to the 30th ultimo, so as to leave as few unexecuted duties as possible to be performed by my successor.

Eighty-eight vessels, capable of conveying 52,272 slaves, have been, or are supposed to have been, engaged in this illegitimate Traffic during the period of my Report.

The following vessels, seen and boarded by Her Majesty's cruisers, have been reported to me as suspicious :—

"*Belle*," American brigantine, boarded by "*Zebra*" on the 22nd June, 1862;

"*Samuel Churchman*," American brig, boarded by "*Dart*" on the 12th May, 1862;

"*Sylphide*," Hamburg brigantine, boarded by "*Wrangler*" at Lagos, on the 11th May, 1862, and by the "*Dart*" on the 13th June, 1862;

"*Potomac*," American brigantine, boarded by "*Espoir*" at Isles de Los, on the 25th April, 1862, and by the "*Flying Fish*" on the 4th June, 1862, off Bassao;

"*Acaso*," Portuguese barque, boarded by "*Griffon*" on 1st November, 1861, at Badagry, and by the "*Wrangler*" on the 7th December, 1861, and again on the 16th June, 1862, off Jelli Coffee;

"*Panchito*," Portuguese brig, boarded by "*Wye*" at sea on the 28th February, 1862;

"*Lark*," American whaler, boarded by both the "*Torch*" and "*Ranger*," off Mangué Grande, on the 26th April, 1862;

"*Mondego*," Portuguese schooner, boarded by the "*Wrangler*," of Whydah, on 17th June, 1862;

"*Warren White*," American barque, boarded by the "*Brisk*," at Jelli Coffee, on 7th August, 1862;

"*Elizabeth*," American barque, boarded by the "*Griffon*" on the 28th June, 1862, on the 14th August off Whydah, and again at Great Popoe on the 6th September, 1862; and by the "*Lee*," at Great Popoe, on the 27th August, 1862;

"*Joshua Bragdon*," American barque (whaler), boarded by the "*Dart*" on the 19th July and 1st August, 1862; by the "*Ranger*" on the 17th July; and by the "*Antelope*" on the 4th August, 1862, on the South Coast off the Congo, and at Cabenda.

The "*Mondego*" is said to be employed in carrying slaves from Whydah to the Island of St. Thomas, and the "*Elizabeth*" I am informed at first hoisted Portuguese colours, but there being an American register on board, and the flag hoisted, she was allowed to proceed on her way.

Although this evidently shows an increase (on paper) over former Reports in the number and size of vessels supposed to be engaged in this illegal Traffic, I hope to be able to prove that a considerable check has been placed on the Slave Trade by the squadron under my orders, since I last had the honour of reporting on the subject.

Out of the 99 vessels said to be employed in the African Slave Trade, I am very happy to say that 15, capable of conveying no less than 8,262 negroes, have either been captured or destroyed by Her Majesty's cruisers, thereby rescuing 2,457 of our fellow-creatures from slavery, 9 of the vessels being empty when taken, and 1 run on shore at Point Padron, where she was soon destroyed by the surf, some of the slaves escaping into the bush, and several being drowned.

The American barque "*J. J. Cobb*," mentioned in my last Report as being detained at St. Paul's de Loanda, has since been sold by the Portuguese authorities, on her failing to procure the bond required by the Government of Angola that she would not embark in the Slave Trade.

The "*Manuel Ortiz*" has also been detained and condemned at Cape Coast Castle, by the Governor of the Gold Coast.

Again, a slave vessel, name not known, is said to have got on shore in the Congo, on her way up to Punta da Lenha, and to have been pillaged and destroyed by the natives.

I have also, only a day or two since, received verbal intelligence that the "*Dart*" has just captured a vessel in the neighbourhood of Goree, but I cannot of course answer for the correctness of the report. If true, it would make a total of 19 vessels, actually engaged in the Slave Trade, that have been either captured or destroyed during the past twelve months.

Had there been such an American squadron on the coast as when I first

had the honour of taking the command, the blow to this inhuman Traffic would have been very much more severe ; as it is, I feel certain the loss has been something considerable to the slave-dealers.

On reference, however, to Inclosure 2, it will be seen, I regret to say, that 12 vessels, having on board 5,810 slaves, have succeeded in eluding the vigilance of our cruisers. This is less than the number of vessels said to have escaped during the period of my last Report, while the number captured and destroyed is much greater.

The following suspicious vessels have been met with by our cruisers, viz. :—

“*Manuel Ortiz*,” already reported as condemned by the Governor of the Gold coast ;

“*Mariquita*,” seen on the South Coast frequently, but to my certain knowledge has never taken slaves, although belonging to a suspicious firm ;

“*Ocilla*,” on her way up the Congo.

I beg now to draw your attention to certain important incidents bearing upon the supply and exportation of slaves.

While the abandonment of the French Emigration Scheme has doubtless tended to make slaves more plentiful on the South Coast, I am rejoiced to say that on account of the stringent steps taken by the American Government, vessels have been in a great measure deterred from entering into this illegal Traffic, in spite of the favourable opportunity offered by the withdrawal of the American squadron.

The result has been, as shown in the Tabular Statements annexed, that those vessels which have been engaged in the Slave Trade have been found overcrowded when taken. Witness the case of the brigantine captured by the “*Antelope*” on the 5th June, thereby adding considerably to the sufferings of the unfortunate negroes.

The want of vessels, especially on the South Coast, to receive the slaves collected at the various barracoons, has, I am told on good authority, been a very serious loss to the slave-dealers, who have had to support them for a considerable time at great expense, the price of food being raised in proportion to the increased demand.

We ought, therefore, to be thankful, all things considered, that the absence of the American cruisers from the coast (so much regretted by me) has been, at a time when slaves were more than usually cheap and plentiful, productive of less mischief to our cause than we could possibly have hoped, whilst the loss, not including captures, to those interested has been very great.

Now, however, that we have a Treaty with America conceding to us the right of search, with the prospect of another squadron, and our own having been materially increased, I anticipate the best results and feel confident that the shipment of slaves will be greatly reduced.

In a short time, when the American Treaty is in full force, and a few vessels detained in consequence, slavers will, of course, resort to other than the flag of the United States to cover their nefarious occupation ; and I very much fear that our own, together with that of France, will frequently be employed.

The French, on account of our limited power of interference. It may here be remembered that the brig taken by the “*Torch*” on the 4th March last, first hoisted the French ensign ; but on seeing the determination of Commander Smith to board, the colours were hove overboard, and the vessel became denationalized. Had the Commander of the “*Torch*” not boarded the brig, which I think would have been the course followed by most officers on account of the responsibility thereby undertaken, she would, in all probability, have shipped her cargo of slaves, and got off without much difficulty.

The inducement for resorting to our flag (of course without a register) will be the want of suspicion ever entertained by Her Majesty’s cruisers to its being employed to cover other than legal trade, therefore not so likely to provoke the interference of our cruisers ; the few English vessels ever boarded quite confirms me in this opinion. Strict orders should consequently be issued to the squadron to examine every vessel met with under the English flag.

I now beg to point out the principal localities, &c., where the Slave Trade is at present carried on. In the North Division, I am happy to find from the reports which I have received, that it is decreasing fast, and must in a few years become totally extinct,—I mean, of course, the “export” of slaves.

The two vessels mentioned in Inclosure No. 2 as having got away, and the one destroyed by the “*Flying Fish*,” I believe are the only ones which have been

actually engaged in this illegal Traffic on that part of the coast during a period of twelve months; although I hear that several vessels have visited the Gallinas for the purpose, but were not able to get the slaves. The schooner taken by the "Wye" was one of them.

The six vessels captured by the "Torch" during her cruize on the North coast was a great loss to those concerned, and I have no doubt was the means of completely checking the efforts made by a certain Spanish company to revive this illegal Traffic.

The little slaving that still goes on in this division is almost invariably conducted under the Spanish flag, and in vessels of small tonnage.

While in the neighbourhood of the Gallinas, the "Philomel," however, reports having chased, on the 19th June last, a steamer under American colours, supposed to be engaged in the Slave Trade, which she could not come up with. On a gun being fired the vessel hauled down her colours and steamed on.

The Trade is almost entirely confined to the Bramiah, Debreeka, Pongas, and Nunez Rivers; Sangaree Bay being a rallying point, between which there is nearly an uninterrupted communication by inland creeks. Slaves are also taken from the Sierra Leone and Sherbro Rivers to Sangaree Bay.

The practice which formerly existed of marching the slaves which were procured from the country south-east of Sierra Leone through the Quiah country to be shipped in canoes down the Sierra Leone River, and along the coast to the rivers and creeks about the Pongas, is almost discontinued, in consequence of the road by which they were conveyed (Quiah) being now part of British territory.

When the barracks are built at Bulama, and troops regularly stationed, a considerable check will be placed on any attempts made to export slaves from the vicinity of the Nunez, if not rendering it almost impossible.

From the Gallinas reports are often heard of slaves being in the neighbourhood. This formerly was a noted shipping-place. The Liberian authorities, though not endowed with much power, are, I believe, sincere in endeavouring, by their influence, to put down the Slave Trade.

Commander Wildman, on his recent visit to the Gallinas, found no trace whatever of any slaving being carried on, not even a barracoon. This, when taken into consideration with the fact of several vessels having visited that part of the coast for slaves, but without success, as already stated, justifies our supposing that the nefarious Traffic has gradually given place to legitimate commerce.

As mentioned in former Reports, the presence of any suspicious vessels on the North Coast is soon known at Sierra Leone, when a cruiser immediately proceeds to look after her.

I am informed, on the authority of the Spanish Consul at Sierra Leone, that the Spanish vessels trading between the Canary Islands and the North Coast have all to enter into heavy securities with the authorities that they will not embark in any slave speculations. This is, no doubt, a very necessary and wholesome check, for I frequently notice that vessels clear from the western ports for the Canaries, and they are generally of small tonnage, and well suited to navigate the rivers where slaves are to be procured.

Domestic slavery continues to increase in proportion as legal trade is developed, but I am happy to say is conducted with more humanity and consideration for the individual than in the Bights and other parts of the station.

Legal Trade.—Commander Wildman (senior officer of the division) informs me, is visibly on the increase everywhere. So many as four well-known legal traders were seen trading at the Pongas, at one time, by the "Espoir."

The legal commerce from the Gallinas country is at present estimated at 100,000*l.* annually, and is on the increase.

Coast between Cape Palmas and Cape Three Points.

Rumours having reached me that on the Ivory and Grain Coast, between Cape Palmas and Cape Three Points and the French Settlements at Grand Bassam, the Slave Trade was being actively carried on, I directed Captain Luce, in the "Brisk," to examine that locality.

After a careful investigation, this officer reported to me that he could find nothing apparently to justify any such supposition, though it is impossible to say from what point, when least suspected, slave-dealers may not carry on their operations. This is a part of the coast lying between the North and Bights divisions.

Bights Division.

The five vessels reported to have escaped, having on board 3,250 negroes, and the schooner captured by the "Griffon" (the only prize that has been taken for nearly three years), is a clear proof that the Slave Trade has increased in this division, since I last had the honour of reporting on the subject.

I beg, however, to remark that the vessel which got away, did so between November 27, 1861, and April 26, 1862, when the "Prometheus" was inside the bar at Lagos, and peculiar circumstances,—such as sending the "Antelope" with fever cases to Ascension on two occasions, the detention of a schooner at St. Helena, and also of one at Ascension,—rendered it impossible to keep so good a watch on the coast as I could have wished.

On looking over reports from Commanders Beamish and Perry, I find that at the end of last year, and the early part of this, there were plenty of slaves in the barracoons ready for shipment, and I have not the slightest doubt that the slave-dealers, who on this part of the coast are men of long experience, and where everything connected with this nefarious Traffic is conducted with an ability and system worthy of a better cause, readily took advantage of the opening unavoidably afforded by the absence of our cruisers.

Domingo Martinez at Whydah, and Lima at Quittah, are the most active of that body, to whom a great number of the vessels met with in the Bights under Portuguese colours are consigned, and it is well known that these men rarely deal in anything but slaves. The vessels come principally from the Brazils, and have on board the cargoes usually carried by palm-oilers.

The Slave Trade in this division is confined almost entirely to Dahomey's country, as stated in my former Reports; Little Popoe, Aghwey, Great Popoe and Whydah, being the places where the shipments are usually effected, and barracoons are said to exist all along that part of the coast.

Adda, on the Volta, a large river contiguous to our Gold Coast Settlement, is also a great nest of slavery; but as the anchorage off the bar is insecure, and not a good place for the shipment, the slaves are generally taken by inland water-carriage, at the back of Quitta, to some one of the beach towns already mentioned on Dahomey's seaboard.

Slaves between the Volta and Aghwey cost from 40 to 50 dollars, while those purchased at Whydah sometimes fetch as much as 80 dollars.

I hear that a considerable number of slaves have lately been collected, and that a steamer and three other vessels are shortly expected to arrive in the Bights; but I feel confident now that we have five cruisers stationed on that part of the coast, they will have great difficulty in effecting their purpose.

The following circumstance will show you what a good look-out is now being kept:—A small Hamburg steamer on her way to Lagos, was a short time since boarded off Whydah by three of our gun-boats, each coming from a different point of the compass.

This attempt at reviving the Slave Trade should be put down at any cost, or it will certainly be very detrimental to the commerce which has of late years developed itself so much in the Bights.

The "Griffon's" prize was condemned at Lagos. The formation of a Vice-Admiralty Court at that place will, I am sure, prove of great benefit to the squadron, and increase the efficiency of our cruisers employed on that part of the coast.

Domestic slavery continues to increase, and is carried on with the greatest cruelty in our palm-oil rivers, but more particularly so in the Bonny, where an able-bodied slave is only calculated to stand three years' work in consequence of the ill-usage he receives. Nor is this to be wondered at, seeing that the natives are mostly cannibals, though we have had missionaries living amongst them for years.

Legal Trade.—Palm oil is plentiful in the Bights of Biafra, excepting the Benin, where, as usual, things are in a very unsatisfactory state; and of late frequent outrages of a revolting nature have occurred, as already reported.

In the Bonny, trade has increased very much, and the supplies of palm oil is said to be greater than all the West African rivers put together.

At Anamaboe, a little to the southward of Cape Coast Castle, a prosperous trade is being carried on; also I am informed that Whydah, Great and Little Popoe, &c., furnish palm oil in small quantities. This will account for the legal traders that are met with by our cruisers on that part of the coast.

Most of the trade from Accra, though jointly occupied by the Dutch and ourselves, finds its way into the English market, in spite of the Customs dues (2 per cent. on all imports, levied by the Government of the Gold Coast), while the Dutch impose none; but in consequence of all suspicious vessels anchoring in Dutch waters, to avoid the search of our cruisers, most of the port dues fall to their lot.

A brisk trade, principally in palm oil, is carried on along the coast between Great Benby and Ivory Town by the British merchants, who I hear send out annually about twenty brigs of 250 tons burden.

Good stock may be had at Adda, Accra, and Jelli Coffee, with facility, and at a very reasonable price. At the latter place, sheep weighing 15 lbs. are bought at 2 dollars, ducks and fowls six for a dollar, and turkeys from 7 to 11 lbs., 1 to 1½ dollar each.

On account of the wars that have raged so long, all the oil was not collected last year, the exports from Lagos being considerably below the average, amounting only to 3,865 tons of palm oil, 2,618 lbs. of ivory, 1,303 bales or 153,754 lbs. of cotton. 1,200 tons of oil were collected at Palma, and about the same quantity at Badagry. This year, however, I am happy to say, the palm oil from Lagos has increased, and the season promises to be remarkably good. Great quantities of oil are regularly sent home by the mail-packets.

The cotton trade is increasing very rapidly at Lagos in spite of the wars, but the want of some person with a knowledge of the growth, &c., of this most useful article is greatly felt, and would tend much to improve its quantity as well as increase the returns.

The Lagos trade comes chiefly from the direction of Porto Novo and Badagry to the westward; from Abbeokuta and its river, the Ogun, to the northward and north-westward; from the town of Ibadan to the north-eastward; and finally to the eastward of Lagos, from the Jaboo country. Commander Beamish's Journal to the 30th June last gives a full and very interesting account on this subject.

Supplies of beef, yams, corn, vegetables, and fowls would be good at Lagos were it not for the present unsettled state of the country. Beef is 7*d.* per lb., and yams 2*d.*

South Division.

Although slaves have been more than usually plentiful, I am happy to say, owing to the circumstances already explained, the Slave Trade from this portion of the coast, so far as relates to the export of slaves, has materially decreased.

The few suspicious vessels seen on the South Division during the past twelve months has been subject of general remark, while to the slave-dealers a matter of considerable loss, not only on account of the number of slaves they have had on hand with no opportunity of shipping them, but also that a greater number of vessels have been captured by our cruisers in proportion to those that are said to have got away.

The fact that during the "Torch's" visit to Punta da Lenha in June last, the master and several of the crew of the brig captured by that vessel in the previous March were met with, proves the scarcity of slave-vessels.

The Congo still continues to be the inexhaustible source of this inhuman Traffic, the slaves being brought down from the upper countries by water-carriage, and shipped principally at the undermentioned places, viz. :—

North of the Congo.—Banda Point, Landano, Black Point, Cabenda, and Vista.

In the Congo.—Punta da Lenha, Bullock Island, and Bullembumba.

South of the Congo.—Mangue Grande, Mecula, Moanda, Kilcongo, Ambrizette, and Bahia Funda.

Cabenda, the Congo, and its immediate neighbourhood, are, however, more generally employed for this purpose.

Slaves, I hear, are still continued to be shipped from Cape Lopez to the Island of St. Thomas, in small coasting vessels, but I do not think it is carried on to any great extent.

In consequence of this and the so-called free emigration from Loanda, also the fact that the Portuguese schooner "*Mondego*" is said to be employed in taking slaves from Whydah to that island, I have ordered a cruiser ("*Wrangler*") to proceed to St. Thomas for the purpose of gaining information on the matter as to whether these negroes are actually required for and employed on the island, or whether St. Thomas is simply a sort of halfway house between Africa and the

Western ports. I have not yet had time to receive Commander Beamish's report.

A suspicious vessel was on the coast to the southward of St. Paul de Loanda the end of last year, endeavouring to procure a cargo of slaves, but I do not think she succeeded.

This part of the station has been visited by the "Arrogant," Alecto" (twice), and "Philomel" during the past twelve months, but no indication of any slaving was discovered, and I certainly do not think that much exists, although it is said that slaves are shipped in small numbers whenever a favourable opportunity offers, at Equimina Bay, by a Senhor Ignasio, and who carries on a considerable trade in rum, employing about 800 slaves.

At Benguela, also, slaving is supposed to be carried on at times; there certainly appears not to be sufficient legal trade to account for the prosperous appearance of this town. The natives are here more intelligent than those generally met with on this part of the coast.

The Slave Trade, as stated in former Reports, is conducted by agents mostly Portuguese, who are stationed at various points, and deal with the native brokers, Punta da Lenha, about twenty-six miles up the Congo, being still the head-quarters of this nefarious Traffic. It is there that all the arrangements are made for shipping, such as laying the slave-deck, filling up with water, and in some cases even taking on board the slaves; here also vessels often change hands, as well as Captains.

Punta da Lenha is a mere assemblage of factories built on piles, a dense bush coming down to within fifty yards in the rear of the houses. The last time the "Arrogant's" boats visited this place (in July), there were nine Portuguese factories, one Dutch, one American, and only one English, belonging to Messrs. Tobin and Sons of Liverpool.

The natives around are remarkably lawless, so much so that our own merchants have been frequently maltreated, and, as we are not able to afford them protection, are removing their business elsewhere.

As the legal trade from this point is very inconsiderable, and certainly not sufficient to keep up so many factories, it is only reasonable to suppose that these nine Portuguese firms, must be interested in fostering the Slave Trade; and it is a noticeable fact, that in many parts of Africa when there is not much commerce, merchants derive a great part of their profits directly from the Slave Trade and intestine wars: for, if a slave is to be bought, the dealer goes to the merchant; and it is also well known from what quarter these commodities and the hard cash are derived.

The usual price of a slave on the South Coast is twenty dollars. Those procured at Kilongo are said to be most sought after in Cuba.

It is worthy of remark that the last cargoes taken have been found to consist almost entirely of children, thereby showing that slaves are furnished as much by barter (with their parents) as from prisoners taken in battle.

I find, from information received from the crew of the "Zebra's" prize, that two more vessels had sailed from one of the north-east ports of Cuba, at the same time that she did for this part of the coast.

French Emigration.—The purchase of negroes under this head, I am told, ceased on the 30th of June last on the West Coast. The following particulars will give you some idea how extensively the system has been carried on.

Four hundred negroes were shipped in November 1861 from Loango, and there were 300 at that depôt the following month.

About the end of February last there were 600 emigrants at the depôt at the Bananas, River Congo; 200 at Embomma, the great slave-market in the interior, about thirty miles from Punta da Lenha; and 200 at Loango: in all 1000 emigrants.

Commander Smith, of Her Majesty's ship "Torch," visited the depôt at Bananas on the 20th of May, where he was very cordially received and shown over the establishment. He reports the "Ville d'Aigues Mortes" having sailed with a large number in the early part of April; they (the emigrants) appeared to be well looked after and cheerful. I am informed the Agents pay about the value of from thirty to forty dollars for each emigrant.

This scheme, by keeping up a regular market in the interior, has, beyond a doubt, tended towards the increase of the Slave Trade, for the negroes who are rejected by the French Agents are available to be bought up by the slave-dealers at a reduced price.

The so-called free emigration to St. Thomas's, from St. Paul's de Loanda, is
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still being carried on, under the protection of passports signed by the Governor-General of the Province of Angola.

This has already been made the subject of special communication, and is a question that, I imagine, can only be settled by the respective Home Governments. I have, however, left no opportunity of remonstrating with his Excellency; and I am happy to find that the English Directors of the Portuguese mail-boats having strongly objected to it, those vessels will no longer assist in the transport of the negroes.

The annexed List (Inclosure 3), which was kindly furnished me by Mr. Gabriel, Her Majesty's Commissioner at Loanda, shows that so many as 881 of these Africans were shipped between the 2nd October, 1861, and the 17th April, 1862, whether under compulsion or of their own free will is a matter of doubt which calls for an explanation from the Portuguese Government.

Commander Raby, of the "Alecto," reports having visited the "Tarugo Secundo," with 30 of these people on board, on the 11th December last. They were all dressed alike, and their passports in the Captain's charge.

Legal Trade.—The frequent lawless and piratical acts committed by the natives in the Congo have compelled Mr. Meecham, agent to Messrs. Tobin and Sons, of Liverpool, to remove elsewhere; and Mr. Hough, of the firm of Hatton and Cookson, has by this time, no doubt, followed. I find also that the American house has been broken up, and the agent joined the slave-establishment at Moanda; so the river is now left entirely in the hands of the slave-dealers as far as we are concerned.

Only so recently as last month one of the "Espoir's" boats, on her way to Punta da Lenha, was fired upon when off Bullock Island by a boat and several canoes, full of blacks; and for some time past it has been unsafe for the traders' launches to go up and down the river, the natives always attacking them if in sufficient force to do so, when the Cabenda crew are murdered without hesitation, and the boats pillaged, each boat thus captured being made use of to increase their force.

The Dutch factory at Bananas is, I believe, the only really legal house in the Congo, and being close to the entrance of the river is less liable to the molestation of the natives, and at the same time in a better position to command the protection of men-of-war.

I feel certain, in the course of a short time, when the Slave Trade will have become a more hazardous speculation, in consequence of the increased powers possessed by our cruisers by the recent Treaty with America, that a very good palm-oil trade might easily be established at Bananas. At present, however, I think it would be of little use to do so.

The English and Dutch factories established last year at Chincexo and Landano, to the northward of the Congo, are, I am happy to say, doing well.

At Loango, now that the French Emigration Dépôt has been closed, no doubt the trade in ivory, wax, copper, gum, &c., will soon revive.

At Kinsembo there are several European factories, including two English, and it is getting a place of considerable importance. I visited it in May last. The chief articles of commerce are ivory, gum, ground nuts, hides, bees' wax, coffee and copper in small quantities; it has also a good supply of stock and vegetables; also bullocks: but unfortunately it labours under the serious disadvantage of a bad landing.

The copper mines at Cuio, south of St. Paul's de Loanda, are doing very well indeed, and quite a settlement has been formed in consequence. The "Alecto" visited this place on the 1st of November last year. Commander Raby reports that the mines are situated four miles inland, and that so much as seven tons of ore are sent down to the beach daily, containing on an average about 25 per cent. of copper. Since then Senhor Flores has had machinery out from England which has greatly facilitated the working of the mines, and increased the returns.

In concluding this Report, it must be evident to all that, however much the exertions of our cruisers may hamper the operations of the slave-dealers, as long as the demand exists, and the Spanish authorities are not made to keep faith with us, according to existing Treaty, slaves will always find their way across, the temptation being so great and the remuneration certain. I, however, anticipate great results from our Treaty with America.

Inclosure 1 in No. 124.

RETURN of Slaves Captured by Her Majesty's Cruisers on the West Coast of Africa, between the 1st October, 1861, and the 30th September, 1862, of which information has been received.

Date of Sailing from last Port.	The Vessel's					Intended		By what Ship Captured.	Captured.		Remarks.
	Name.	Nation.	Rig.	Tonnage.	Owners.	Cargo.	Place of Shipment.		Date.	Place.	
Canaries, for Congo, in May 1861	Lyra	No colours	Barque	By information from the Foreign Office, 217, but is much larger	Not known	Slaves: 690 males 200 females 890	Shipped at Ponta da Lenha, River Congo, October 27, 1861	Ranger	1861 Oct. 29	At sea, about 60 miles due west of Mangue Grande, lat. 6° 46' S., long. 13° 38' E., on her way to Cuba	This vessel, at the time of capture, had no papers or flag before, although she had hoisted the American flag before. She was seen by the "Alecto," at Ponta da Lenha, on the 10th October, 1861, and boarded by the "Philomel," about a week before her capture. The "Lyra" was sent to St. Helena for adjudication. The slaves intended for the "J. J. Cobb" were shipped in this vessel.
Not known	Not known	No colours	Schooner	175	Not known	Slaves: 411 males 100 females 511	Shipped in the Congo	Ranger	1862 Jan. 1	Cruising between An- brizella and the Con- bearing N. 79° E., 61 miles	Slaves very healthy and vessel well found. Sent to St. Helena for adjudication. No deaths occurred before the negroes were landed.
Not known	Not known	No colours	Brig.	About 207	Not known	Fully equipped for the Slave Trade and slave provisions on board	Mangue Grande	Torch	March 4	At sea, lat. 6° 47' S., long. 11° 60' E.	Is supposed to be the Portuguese vessel "San Philippe," direct from the Mediterranean. This vessel was of Spanish build, and touched at Lisbon. On a blank gun being fired to enforce colours the French ensign was hoisted, but before the boarding boat got alongside it was hauled down and thrown overboard. No other papers or colours being found on board, she was sent to St. Helena for adjudication.
New Year 1st December, 1861, and touched at Campechy in Mexico	Not known	No colours	Barque	300	Not known	Slave cargo	Black Point, on 28th March, 1862	Griffon	March 27	Off Black Point, lat. 5° 0' S., long. 11° 45' E.	Sent to St. Helena for adjudication, being fully equipped for the Slave Trade. She was to have conveyed her slaves to Porto Rico. This vessel received part of her slave-cargo at Campechy in Mexico.
Not known	Not known	No colours	Schooner	About 70	Not known	Slave cargo	Not known	Griffon	March 27	Off Black Point, lat. 5° 0' S., long. 11° 45' E.	Fully equipped for the Slave Trade, with copper on board. This vessel was deserted by her crew, and being unseaworthy was surveyed, measured, and burnt. The anchor and pig of ballast, &c., was sent to St. Helena for adjudication.
Not known	Not known	No colours (deserted)	Barque	610	Not known	None	Rio Nunez	Flying Fish	April 18	Rio Nunez	This vessel was deserted, and had a slave-deck partially laid with loose planks on board to complete it; and in consequence of her being on shore, in a position that would take some days to get her off, she was measured and burnt, it not being thought desirable to risk the health of the crew. The vessel was condemned at Sierra Leone, on the 13th June, 1862.
Fitted at some port in Cuba, date not known	Not known	No colours	Brigantine	117	Not known	Slaves: 413 males 145 females 558	Supposed to have shipped at Moanda, about 30 miles from the French factory at Banana, River Congo	Antelope	June 8	Off Cabenda	This vessel was bound to Cuba; owing to her being fearfully crowded, 277 of the negroes were put on board the "Antelope." Sent to St. Helena for adjudication. Nine deaths on voyage. This vessel was boarded by the "Alecto," on the 4th February, 1862, off Ambriz, and by the "Torch," on the 16th April, 1862.

Return of Slavers captured by Her Majesty's Cruisers, &c.—continued.

Date of Sailing from last Port.	The V'sse's						Intended		By what Ship Captured.	Captured.		Remarks.	
	Name.	Nation.	Rig.	Tonnage.	Owners.	Cargo.	Place of Shipment.	Number of Slaves.		Date.	Place.		
Sailed from Matanzas about the latter end of January 1862, 114 days before taken	Concepcio	No colours	Fore-and-aft schooner	About 110 to 120	Not known; master, Pedro Juan Capo	Slaves: 213 males 83 females 396	Shipped at Mangue Grande	400	Wye	...	1862 June 25	At sea, about 20 miles south of Congo, lat. 6° 2' S., long. 13° 15' E.	This vessel had no colours or papers. She shipped on the day of capture, and was sent to St. Helena for adjudication. The "Concepcio" was well fitted and found, had a crew of 19 men, and was bound to Cuba. The slaves were healthy. She would have taken about 100 more, but could not on account of the rollers, two canoes having been swamped and several of the negroes drowned. The vessel came direct to the Gallinas from Matanzas, and remained six days in the hope of getting slaves, but there not being sufficient procurable without a longer stay, and hearing that intelligence of her presence had reached Sierra Leone, and that a cruiser would likely come to look for her, she proceeded direct to Mangue Grande, where she arrived on the 24th June, the day before shipping. The captain had been sixteen times on the coast for slaves since 1838, chiefly to the Bights of Benin. The supercargo, who has been about four years on the coast, has been captured every time he has attempted to ship.
Havana, date not known	Not known	No colours	Brig	About 270	Not known	Slave provisions	Congo	750	Dart	...	July 11	About 4 hours' sail from St. Paul de Loanda, lat. 8° 20' S., long. 13° 45' E.	This vessel having a slave-deck laid and no papers or colours, was taken possession of, and being very leaky, with 4 feet of water in the hold, was surveyed, measured, and burnt. One Antonio Avera, the mate, was in charge of the ship, and stated that the captain and supercargo had landed in the neighbourhood of Ambriz on their way to the Congo; and that he was to have run into the river on the 20th of the month.
Oadiz, May 16, 1862	Not known	No colours	Barque	250	Not known	Slave provisions	Mecula	900	Espoir	...	July 22	At sea; lat. 6° 45' S., long. 13° 25' E.	The crew consisted of 17 Spaniards and Portuguese. The master (a Portuguese) stated that he had been backwards and forwards for the last twenty years; that this is the sixth time he has been taken, having escaped five times.
Cadiz	Clarissa	At first hoisted the American flag, but afterwards destroyed papers and colours	Barque	251	Name not known; of New York; master, Gillingham	None	Not known	700	Torch	...	July 25	Punta da Leulia, River Congo	This vessel is supposed to have formerly sailed under the name of "Travinta." A vessel partially equipped for the Slave Trade. No register, and without a clearance from last port, and other papers incorrect. Condemned in the Vice-Admiralty Court at Sierra Leone, on the 30th August, 1862.
Not known	Not known	No colours	Cutter	78	Not known	Slaves: 161 males 43 females 203	Shipped at Cabenda.	203	Antelope	...	Aug. 4	Cabenda	The "Clarissa" was boarded by the "Ranger," on the 23rd May, and by the "Arrogant," on the 10th July, 1862, off the Congo. This vessel was captured in consequence of information received from a native. She was fitted out at Cabenda, by the American barque called the "Joshua Bragdon." The captain of the barque was very insolent to the Commander of the "Antelope" when boarding his ship, and tried to fire a gun at him. The cutter had no papers or colours, she was bound to Havana, and so unseaworthy that she was surveyed and destroyed, and the negroes taken to St. Helena in the "Antelope."

Return of Slavers captured by Her Majesty's Cruisers, &c.,—continued.

Date of Sailing from last Port.	The Vessel's					Intended		By what Ship Captured.	Captured.		Remarks.
	Name.	Nation.	Rig.	Tonnage.	Owners.	Cargo.	Place of Shipment.		Date.	Place.	
Not known	Not known	No colours	Schooner	About 80	Not known	Had about 150 slaves on board, of which some were drowned and the rest escaped into the bush.	Shipped in the Congo	Mullet	1863 Aug. 9	Destroyed at Point Padua	This vessel, whilst being chased, was run on shore in the surf and broke up, several of the slaves being drowned; some were saved by the "Mullet's" whale-boat, and the remainder escaped into the bush.
Sailed from one of the north-east ports of Cuba, date not known	Not known	No colours	Schooner	About 150	Not known; master, Antonio Flores	Rice, aguardiente, and slave provisions	Not known, but I believe at Kilongo	Zebra...	Aug. 27	At sea, 80 miles west of Black Point, lat. 4° 39' S., long. 10° 36' E.	This vessel was detained, being fully equipped for the Slave Trade. In consequence of being rotten and unseaworthy, a survey was held, and the schooner measured and destroyed. She was American clipper built, and had been waiting twenty days for her slaves. She had a crew of nine Spaniards. Supposed to be the "Volador," from the statement of one of the crew.
Cleared from New York and the Havana	Not known	No colours	Top-sail Schooner	About 180	Not known	A regular slave cargo of rice, beans, jerked beef, and water	Whydah	Griffin	Sept. 23	Off Jackin	A vessel fully equipped for the Slave Trade. Was only built two years ago at Barcelona, and is a beautiful model. She was captured after a chase of four hours, the "Griffin" going at the rate of 24 to 10 knots the whole of the time, and was only hove-to, when a shell was fired at her, after several shot, to prevent her from running on shore, which she was endeavouring to do. Sent to Lagos for adjudication and condemned. Supposed to be the "Catalina."
					Total	2,457 slaves.					
						8,963					

From October 1, 1861, to September 30, 1863, 2,457 human beings have been released from slavery, and 15 vessels captured, capable of conveying 8,963 slaves, including the number emancipated by Her Majesty's cruisers.

"Arrogant," at Sierra Leone, October 22, 1862.

(Signed) W. EDMONSTONE, Commodore and Senior Officer.

Inclosure 2 in No. 124.

RETURN of Vessels which are said to have escaped with Slaves from the West Coast of Africa, between October 1, 1861, and September 30, 1862.

Date of Sailing from last Port.	The Vessel's						Place where Slaves were Shipped.	Date of Shipment.	Remarks.
	Name.	Nation.	Rig.	Tons.	Owner.	Cargo.			
From the Havana, date not known	Fleet Eagle	American	Barque	381	Not known	Slaves : about 700	Congo	October 1861.	
New York, April 4, 1861	Ocean Belle alias Olivia Smith	American	Hermaphro- dite brig	208	Abranches and Co.	600	Congo	October 1861.	
Teneriffe, Sept. 1, 1861	Thos. Achorn	American	Hermaphro- dite brig	250	T. W. Berry, of Bangor	550	Whydah	November 27, 1861	During the "Griffon's" absence in the Volta the slaves were shipped by D. Cavalho, and is since reported to have been captured off the coast of Cuba by a Spanish man-of-war. The "Thomas Achorn" was boarded by the "Griffon" on the 19th October, and 8th November, 1861. This is the same vessel captured by the United States' gun-boat "Mystic" in June 1860. The slaves were shipped by Domingos Martinez. This vessel was boarded by the "Wrangler," at Whydah, on December 20, 1861.
Bahia, date not known	Paqueta de Porto Novo	Portuguese	Cutter	72	Not known; master, Antonio McCorie	250	Whydah	About the middle of December 1861	This vessel sailed on December 5, 1861, from St. Paul's de Loanda, with 30 of the so-called free labourers, for St. Thomas.
Not known	Sophie	Portuguese	Brig	Not known	Not known	600	Congo	February 1, 1862	This vessel landed her cargo at Porto Novo, at cost price, when the slaves were shipped by the Domingos Martinez. She was boarded by the "Griffon" on December 4, 1861, at the Jelli Coffee. The "Seamew" is again on the coast as the "Paraguassif," under Brazilian colours, and was boarded by the "Griffon" off Appl Vista, on July 28, 1862.
Belonging to Baltimore, sailed from Bahia, date not known	Seamew	American	Fore-and-aft schooner	99	Kirkland, Clear and Co.	350	Whydah	March 1862	I have most reliable information of this vessel having got off.
New York, Jan. 22, 1862	Noc Daqui on No e de Aqui	Spanish	Steamer pro- peller	Not known	Not known	1,500	Whydah	March 25, 1862	The slaves were shipped by M. P. Gatecio of the Bramiah.
Not known	Louisa	Not known	Schooner	Not known	Not known	150	Alligator Point, River Bramiah	April 12, 1862	
Not known	Not known	Spanish	Schooner	About 100	Not known	160	Debrecka River	April 12, 1862.	
Not known	Not known	American	Barque	273	Not known	600	Whydah	April 26, 1862	
Liverpool, August 1861	Lady Abercromby	British	Schooner	60	Mr. Layton or Lyton, of Liverpool	200	Moanda	About July 31, 1862	The "Elizabeth" was boarded by the "Wye," on the 17th March, 1862, at Lagos.
Not known	Paqueta de Mossamedes	Portuguese	Schooner	60	Not known	150	A little to the north- ward of the Congo	August 20, 1862.	This vessel is strongly supposed to be the "Elizabeth." This is not the vessel captured by the "Antelope," on the 4th August, 1862, as it has been supposed.
						5,810			

"Arrogant," Sierra Leone, October 22, 1862.

From October 1, 1861, to September 30, 1862, 12 vessels escaped, having on board 5,810 slaves.
(Signed) W. EDMONSTONE, Commodore and Senior Officer.

Inclosure 3 in No. 124.

A LIST of Vessels which have sailed from the Port of Loanda for St. Thomas, between October 1, 1861, and April 30, 1862.

Date.	Name.	Rig.	Captain.	Number of			Total.
				Slaves.	Libertos.	Free Negroes.	
1861							
Oct. 2	D. Antonia. .	.. Steamer	.. A. J. Ramalho	..	10	52	62
" 3	Andorinha do Tejo	.. Brig ..	.. E. A. Pereira	10	..	12	22
" 21	Zaire ..	.. Steamer	.. C. C. de P. Ferreira	2	8	79	89
Dec. 6	D. Pedro ..	.. Ditto ..	.. J. P. Leitão	..	10	70	80
" 8	Tarrugo Secundo	.. Brigantine	.. J. de O. Franco	..	10	20	30
" 10	Sofia ..	.. Brig ..	.. A. Netto ..	..	10	25	35
" 25	Liberdade ..	.. Brigantine.	.. J. A. Esteves	10	..	21	31
1862							
Jan. 8	Estaphania..	.. Steamer	.. T. A. d'Oliveira	..	..	118	118
" 16	Quinta de Pontevel	.. Brigantine	.. J. M. de Camara	10	..	20	30
Feb. 2	D. Antonia..	.. Steamer	.. A. J. Ramalho	10	..	113	123
March 8	Clé ..	.. Brigantine	.. M. G. dos Santos	8	2	31	41
" 14	Africa ..	.. Steamer	.. J. T. Caiada	10	..	105	115
" 29	Zaire ..	.. Ditto ..	.. J. M. de Branco	..	10	32	42
April 17	Liberdade ..	.. Brigantine	.. J. A. Esteves	10	..	53	63
				70	60	751	881

(Signed) W. EDMONSTONE, *Commodore and Senior Officer.*

EAST COAST OF AFRICA STATION.

No. 125.

Lieutenant Mc Hardy to Captain Philips.

*"Penguin," tender to "Narcissus," Pomony Harbour,
August 15, 1861.*

Sir,

I HAVE the honour to inform you that on the 24th June, when twelve miles south fifty-six east of Quirimba Island, I boarded a dhow with Portuguese colours; she had on board 11 slaves (3 of them children), who were navigating the dhow (no other crew on board). I found in her two pair of slave irons; and this circumstance, and that the captain, whose name was on her papers, was not on board, induced me to seize her as a vessel engaged, or having been engaged, in the illicit Traffic of Slaves.

The vessel not being fit to make a voyage to any port of adjudication, measured her and then scuttled her.

During our stay at Rovooma Bay, 8 of the slaves ran, leaving the three children on board.

I have, &c.
(Signed) J. G. Mc HARDY.

No. 126.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir,

"Narcissus," Simon's Bay, November 20, 1861.

I REQUEST you will lay before my Lords Commissioners of the Admiralty the half-yearly Reports from the Commanders of Her Majesty's cruisers named in the margin, on Slave Trade on the East Coast of Africa, for the period between the 1st January and 30th June, 1861, together with the accompanying abstract of slave-vessels captured and slaves emancipated.

From these documents it will be seen that the Slave Trade is still most actively carried on, more particularly by the northern Arab vessels which come down from the Red Sea and Persian Gulf with the last of the north-east monsoon, in the months of January, February, and March, and return again at the commencement of the south-west winds, in April, freighted with human beings. I believe that forty or fifty of these craft pass and call at Zanzibar annually, on their way to the rivers and ports in Africa, where they kidnap the natives, commit all sorts of ravages and depredations, to the annihilation of legitimate commerce, and carry off every year upwards of 10,000 negroes of both sexes into slavery. These vessels belong to the independent and piratical Chiefs on the coasts of Arabia, and they defy the present weak and corrupt Government of the Sultan of Zanzibar with the greatest impunity.

This year, however, I am glad to observe that they have received a severe check, by the prompt and salutary measures of Commander Oldfield, who I learn, at the request of the Sultan, burnt several of their vessels at Zanzibar, and destroyed others in that neighbourhood, numbering altogether eighteen, which have been duly condemned in the Vice-Admiralty Court at the Cape of Good Hope. The "Sidon" also seized seven vessels on that coast, which were adjudicated at Mauritius.

It is estimated that each dhow will take from 100 to 300 slaves, which shows the fearful extent to which this abominable and depopulating Traffic is carried on

by this means alone. I purpose to have the coast, both north and south of Zanzibar, rigorously watched in the ensuing season, and to endeavour to stop the vile proceedings of these maritime Arab tribes.

Some of these tribes have located themselves at different places on the coast of Africa and at the Comoro Islands, between which and Madagascar they carry on a considerable Slave Trade in connection with the French and Portuguese, by native vessels and dhows, several of which have been intercepted. And it is from these sources that the Spanish vessels, Brazilian, and those of distant slave-trading nations obtain their cargoes, at depôts formed in some of the western ports of Madagascar; and I have reason to believe that although only one Spanish vessel was captured by the "Persian" in January last, yet several others have escaped, probably in consequence of the limited number of cruisers in the Mozambique, which, from a variety of causes, was unavoidable.

Had not the disturbed state of the Colony of Natal, together with other circumstances, prevented it, I should have visited the East Coast of Africa in my flag-ship, and strengthened the squadron for a short period. I trust, however, to give their Lordships a more satisfactory account of the exertions of the cruisers on that division in my next half-yearly Report. The several ships' companies, by my latest accounts, were healthy.

In conclusion, I beg to observe that from all the information received, I learn that the so-called French emigration of negroes from the East Coast of Africa is carried on with as much vigour as ever.

I purpose to visit the West Coast of Africa early in the ensuing year, and hope to be enabled to furnish their Lordships with a Report of the Slave Trade on that part of my station. I have just learnt that all the American vessels of war have quitted that coast to return to the States.

I have, &c.
(Signed) B. W. WALKER.

Inclosure 1 in No. 126.

Report on Slave Trade by Captain de Horsey.

HER Majesty's ship under my command having been employed about the Cape of Good Hope during the past half-year, I have at present no observations to make upon the Slave Trade, as required by the instructions for the suppression of the Slave Trade.

(Signed) A. J. R. DE HORSEY, Captain.

"Brisk," at Sea, June 30, 1861.

Inclosure 2 in No. 126.

Report on Slave Trade by Commander Oldfield.

DURING the months of December, January, and February, dhows, the property of Arabs from the piratical coast in the Persian Gulf, to the number of 100 or upwards, visited Zanzibar, and by the end of March had obtained possession, by theft and purchase, of slaves to the number of 4,000.

2. Between the 10th and 20th of March, the wind having set in from the southward, a fleet of some 15 or 20 of these northern dhows, with some 1,000 or 1,500 slaves on board, started on their return north.

3. Between the 20th of March and 20th of April, during which time Her Majesty's ship "Lyra" was at or in the vicinity of Zanzibar, 1,500 or 1,800 slaves were shipped, and, in most part, for the Persian Gulf; and had it not been for the exertions of Her Majesty's Political Agent, Lieutenant-Colonel Rigby, together with the presence of the "Lyra," 1,500 more would have been shipped.

4. Of the last 1,500 or 1,800 slaves shipped, 350 to 450 were in dhows, the property of Arabs from the coasts of Madagoza and Somali.

5. By the 20th of April the fleet of dhows from the Persian Gulf, with only five or six exceptions, was seen by the "Lyra" out of Zanzibar harbour, and north of the Pemba Channel, the strength of wind and current preventing their return until the change of monsoon, namely, about November. The exceptions referred to were in the River Tonga, namely, about twenty-five to thirty miles south of Wasseen, and could not be reached by the boats of the "Lyra," although they attempted to reach them, stress of weather causing the failure. The number of slaves on board these five or six dhows was about 300.

6. The number of these northern dhows that went away empty was about forty-six or fifty, and the number of full seizures made by the "Lyra" was four, and fourteen empty.

7. The practice of piratical dhows coming from the Persian Gulf to Zanzibar is a yearly one, and when *en route* the ports south of Lamoo are visited for the same purpose as Zanzibar. Those that succeed *en route* South form a depôt at a port south of the one of their success until their return visit.

8. On their arrival at Zanzibar they commit theft and murder without fear of punishment, both one and the other being carried on with the knowledge, and, in many cases, connivance, of the highest of the officers of His Highness the Sultan. In proof thereof Her Majesty's Political Agent can give many instances.

9. His Highness the Sultan is in such fear of these Northern Arabs that on their demand he annually
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dispenses a sum to the amount of 15,000 and 25,000 dollars. As an instance of their effrontery, on the 8th of March last a number of Beni-Boo-Ali Arabs assembled around the American Consulate; they severely wounded four servants of the Consulate, and locked the Consul in his house and blockaded it all day. Other Northern Arabs at the same time went through the town brandishing drawn swords, and calling out that they wanted the blood of a white man; and it was only after paying a sum of 500 dollars to the Sheik of the party that the blockade of the Consulate was withdrawn. On more than one occasion has Her Majesty's Political Agent been compelled to seek the aid of His Highness' soldiers to insure his life and property from the attack or insult of these Northern pirates.

10. On the setting in of the south-west monsoon, namely, about the middle of April, dhows, in most part the property of the Zanzibar Arabs, run cargoes of slaves to Lamoo and to the ports north of Zanzibar, which dhows, with very few exceptions, run their cargoes without the sanction of His Highness the Sultan; and, in consequence of having defrauded the Custom-house by passing outside of the Island of Zanzibar, and having no Custom-house clearance, are by His Highness acknowledged as amenable to seizure, being guilty of a breach of the Treaty of 1847, in spirit, if not in letter.

11. To intercept vessels of this description I should have stood off and on the East Coast of Pemba in the "Lyra," and watched Lamoo and its immediate vicinity with the pinnace and gig.

12. Of European vessels, I have been informed that, late in February or early in March, a brig obtained a cargo of slaves from Mungulho. Another vessel, namely, the Spanish brig "*Caridad*," visited the coast between Mozambique and Mombaza between the months of February and March, and, although with nothing seizable on board, was engaged in the Slave Trade, being at that time, and subsequently, employed as a tender and spy by two slave-vessels. One, I have reason to believe, intended to ship her cargo on or off the coast of Madagascar, and the other in the vicinity of Ibo; the duty of this brig being to assist in or arrange the purchase and shipment of slaves, and to find out the cruising-ground of the several cruisers. Such was the employment of the Spanish brig "*Numa*," last year, in connection with the three or four vessels seeking slaves in the vicinity of Zanzibar.

13. The station south of Cape Delgado I have not visited, but know that slaves were plentiful and cheap in February last at Mozambique, and I do not doubt that many were exported from there during the last six months.

14. Into the Comoro Islands I cannot find that many slaves have been imported during the last six months. Into Mayotte very few, if any, have been; the dread of capture by the "Lyra" being such that no Arab will venture to run a cargo for the planters, although they offer tolerably high premiums over and above the ordinary freightage.

15. Towards the end of the monsoon, namely, about September, attempts will be made to run some few slaves to the coasts of Madagoza, Somali, and the Persian Gulf, or, rather, such is the yearly custom, the number averaging between 500 and 1,000.

Inclosure 3 in No. 126.

Commander Stirling to Rear-Admiral Sir B. Walker.

(Extract.)

"*Wasp*," Mauritius, June 30, 1861.

MY visit was limited to that part of the coast of Africa which lies between Mazimba, in latitude 11° 20' south, and Maunbané Point, in latitude 13° south. I found Portuguese influence everywhere prevailing, and their supremacy generally acknowledged; but in some parts the natives, whilst unwillingly admitting their power, yet deny that they have any sort of right to any part of the coast.

The Portuguese have established themselves at intervals all along the coast, and their principal traffic is in slaves, which are shipped at from 25 to 35 dollars a head. Their chief settlement hereabouts is Ibo, which is the seat of Government of a province called the "Isles of Cape Delgado," which extends from Cape Delgado, in the north, to some point between Mozambique and Maunbané Point. This Government is subordinate to that of the Province of Mozambique, where there is a Governor-General. The settlements next in importance seem to be at Point Pangane, the Island of Matemo, and the mouths of the Rivers Coamacomo and Lumbao, to the northward of Ibo: and Point Quisanga, and the Island of Queremba, which is separated from Ibo only at high water, to the southward.

At the time of my visit, there were about 5,000 or 6,000 slaves on this part of the coast, all ready for embarkation.

At Ibo the town swarmed with slaves, and every house had a barracoon attached. No signs of commerce or agriculture presented themselves, and I believe that none exists. The Governor, Major Tito, is said formerly to have been very friendly to the British and hostile to the Slave Trade, but now he certainly countenances the Traffic, if, indeed, he is not himself amassing a fortune by it.

There is also a settlement at Pemba Bay, on the southernmost point, at the entrance of that capacious harbour; but the country around is so sterile that the Portuguese there are entirely dependent on Ibo for supplies, while water can only be procured at a distance, and is very bad, and they are so sickly that there is some likelihood of their abandoning it. Their present practice is to cross the bay in boats, make a foray among the nearest tribes, kidnap as many as they can, and then return to their settlement, where the slaves are kept until dhows arrive from Ibo with provisions, &c.

Inclosure 4 in No. 126.

Captain Crawford to Rear-Admiral Sir B. Walker.

Sir,

"*Sidon*," at Mauritius, June 30, 1861.

WITH reference to Article III, Section 2, of the Instructions for the suppression of the Slave Trade, I have the honour to acquaint you that from my observation, added to the information recently received on the East African Station, the Slave Trade has been particularly active for some time past, and has of late years engrossed nearly the entire attention of the Portuguese in the different settlements of the Mozambique.

The Slave Trade has also, for some time past, been carried on from the chief Portuguese settlements, such as Mozambique, Ibo, Quillimane, Inhambane, &c., by Arab dhows, which ship the slaves in small quantities, at

the places mentioned, for conveyance to the different ports of Madagascar, and to the French settlements at Nos Beh, &c., where the slaves are reshipped to large vessels destined for Cuba.

An Arab dhow, captured by the "Sidon" in February last, with 275 slaves on board, on her way from Mozambique to Madagascar, had a pass from a Mr. Joseph, an assistant to Mr. Sunley, the British Consul at Johanna.

Three vessels, boarded by the "Sidon," carrying slaves were in the possession of passes from Lieutenant-Colonel Rigby, the British Consul at Zanzibar, and one vessel, with 37 slaves, stated to be "passengers" in the pass, was permitted to escape, under the impression that the Consul's pass was a guarantee for not carrying slaves.

I would, therefore, respectfully recommend that the Consuls may be instructed not to grant such passes for the future, which can serve no good purpose, and in some instances have proved detrimental to the suppression of the Slave Trade.

I have, &c.
(Signed) R. B. CRAWFORD.

Inclosure 5 in No. 126.

RETURN of Slave-Vessels Captured on the Eastern Division of the Cape of Good Hope and West Coast of Africa Station, during the Half-year ended June 30, 1861.

Name and Description of Captured Vessel.	Names of Master and Owners of the Vessel.	No. of Slaves on board when captured.	Number of Crew.	Date of Seizure.	Where captured.	Where	Date of sailing from last port.	Name and Rank of Captain, and Name of Capturing Ship.	No. of Slaves Captured.	Where shipped.	Number died before adjudication.	Total number emancipated.	Before what Court Adjudicated, and Sentence.	How the vessel was disposed of.	Remarks.
Fernosa Estrella, barque	Magin Freitas, master; Owner not known, of Barcelona	394	6	1861 Jan. 4	Zanzibar	Barcelona	1861	Cecil W. Buckley, Commander, Her Majesty's ship "Persian"	...	...	...	...	Cape of Good Hope; condemned	...	...
Buswahi, dhow	Abodeo, master; Abodeo, of Mohilla, owner	...	59	Feb. 30	Lat. 16° 43' S. Long. 44° 48' E.	Mohilla	Feb. 12	Richard B. Crawford, Captain, Her Majesty's ship "Sidon"	273	Mozambique	...	...	Mauritius; condemned	Burnt.	...
Unknown, dhow	Owned in Persian Gulf	117	14	Apr. 1	Lat. 6° 7' S. Long. 39° 14' E.	Persian Gulf	Apr. 1	Radolphus B. Oldfield, Commander, Her Majesty's ship "Lyra"	103	...	...	...	Cape of Good Hope; condemned	Destroyed.	...
Ditto	Ditto	683	27	"	Lat. 6° 6' 30" S. Long. 39° 14' E.	Ditto	"	Ditto	...	...	2	100	Ditto	Ditto	1 slave ran away.
Ditto	Ditto	704	...	"	Lat. 6° 6' S. Long. 39° 14' E.	Beni Boo Arabs	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	1164	18	"	Lat. 6° 6' 30" S. Long. 39° 14' E.	Beni Boo Ali Arabs	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	771	...	"	Lat. 6° 6' 30" S. Long. 39° 14' E.	...	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	1084	...	"	Zanzibar harbour	...	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	1194	26	"	Ditto	...	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	994	18	"	Ditto	...	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	1084	15	"	Ditto	...	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	1014	...	"	Ditto	...	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	984	...	"	Lat. 6° 14' 30" S. Long. 39° 49' E.	Beni Boo Ali Arabs	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	1464	15	"	Lat. 6° 14' 30" S. Long. 39° 49' E.	Beni Boo Ali Arabs	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	908	30	"	Lat. 4° 59' S. Long. 39° 39' E.	Ditto	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	1644	40	"	Lat. 4° 59' S. Long. 39° 39' E.	Ditto	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	136	8	"	Lat. 4° 59' S. Long. 39° 39' E.	Ditto	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	174	1	"	Off Port Durnford	Supposed Persian Gulf	Apr. 12	Richard B. Crawford, Captain, Her Majesty's ship "Sidon"	60	Mombasa	1	6	Mauritius; condemned	Condemned and destroyed.	...
Ditto	Ditto	174	1	"	Ditto	Ditto	"	Ditto	111	Ditto	5	106	Ditto	Ditto	...
Ditto	Ditto	97	Escaped to the shore	"	River Durnford	Port Durnford	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	104	...	"	Ditto	Ditto	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	Ditto	80	...	"	Lat. 1° 19' S. Long. 41° 54' E.	Aden	Apr. 19	Ditto	3	Zanzibar	1	3	Ditto	Ditto	...
Musahil, dhow	...	63	...	"	Lat. 1° 19' S. Long. 41° 54' E.	Ditto	"	Ditto	5	Ditto	...	5	Mauritius	Ditto	...
Bechar, dhow	Salah Bin Salem, master	146	34	"	Lat. 1° 19' S. Long. 41° 54' E.	Ditto	"	Ditto	...	...	...	...	...	...	...

The particulars of four vessels (above) captured by the "Lyra" not received.

SUMMARY.

Vessels captured by "Lyra"	...	118	Landed at Seychelles.
" " " " "Sidon"	...	433	Landed at Mauritius.
" " " " "Persian"	...	506	
Total number captured	...	1057	
Died	...	14	
Ran away	...	1	
Emancipated	...	16	
	...	561	

"Narcissus," in Simon's Bay, November 20, 1861.

(Signed)

B. W. WALKER, Rear-Admiral and Commander-in-chief.

No. 127.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

(Extract.)

"Narcissus," Simon's Bay, December 19, 1861.

I HAVE the honour to forward, for the information of the Lords Commissioners of the Admiralty, Commander Oldfield's Report of his proceedings at Zanzibar in Her Majesty's ship "Lyra," in the months of March and April last, and of the services he had rendered to the Sultan of Zanzibar, at that Sovereign's request, made to him through Her Majesty's Consul, in clearing that port of a number of piratical dhows.

Inclosure 1 in No. 127.

Commander Oldfield to Captain De Horsey.

(Extract.)

"Lyra," Mahé, Seychelles, June 8, 1861.

I HAVE the honour to report my proceedings since my departure from Mahorige Roads on Wednesday, 6th of March.

Saturday, March 9.—Arrived off the entrance of the River Ravooma; found awaiting my arrival Dr. Livingstone in Her Majesty's ship "Pioneer."

Monday, March 11.—Embarked the Lord Bishop of Central Africa and chaplain on board Her Majesty's ship "Pioneer," having previously provisioned and coaled her. Shortly after noon Dr. Livingstone and party proceeded in the "Pioneer" up the river.

Thursday, March 14.—Returned on board, having accompanied Dr. Livingstone as far as twenty-five miles up the river. Great difficulties were experienced in attaining even that short distance in three days. In two places not more than 5 feet water could be obtained in the whole width of the river (the average depth of the river being from 9 feet to 15 feet).

Friday, March 15.—Proceeded for Zanzibar.

Monday, March 18.—After dark anchored off Kivali Island, distant eighteen miles south of the anchorage of Zanzibar. Communicated, without loss of time, by boat with Her Majesty's Consul.

Tuesday, March 19.—Noon, anchored in Zanzibar harbour, moving north to the anchorage of Booboooboo, viz., a distance of six miles, at sunset.

Wednesday, March 20.—Proceeded to sea before daylight, with the intention of visiting the various anchorages as far north as Lamoo, hoping thereby to intercept a great part of a fleet of slave dhows, the property of Arabs from the Persian Gulf, and who had left Zanzibar some few days previous to my arrival there. The number of slaves stated to be contained in the said fleet (of from fifteen to twenty vessels) is supposed to exceed 1,200.

Inclosure No. 2 is a copy of a letter from Her Majesty's Political Agent at Zanzibar, calling, in my opinion, for active measures, "and without loss of time."

Before proceeding to sea I dispatched Lieutenant De Wahl in charge of the pinnace and second whaler, to watch the movements of a Spanish brig lying in the harbour, and to check the export of slaves from the port and its immediate vicinity during my absence.

Sunday, March 31.—Anchored in Zanzibar harbour, having during my twelve days' cruise proceeded no further north than Wasseen, viz., 100 miles; the number of cases of fever amongst the working men of the ship's company rendering a further movement away from Lieutenant De Wahl and the boats unadvisable, notwithstanding I had certain information of four dhows with slaves in being within sail, and easy reach to the northward. During the cruise I made seizure of three slave dhows, as is shown in Inclosures Nos. 2, 9, and 11. Lieutenant Maxwell during the same period, in the pinnace, made a seizure, as is shown in Inclosure No. 10.

Another reason independent of the boats' crews and other working men being more or less ill, the condenser gave out, and with only two tons of water in the ship. Had I, therefore, proceeded north, and having to water with the small means at my disposal, I should not, in all probability, have succeeded in returning to Zanzibar until after the setting in of the south-west monsoon, or, in other words, until after the departure of the larger portion of the fleet of slave-dhows, bound to the Persian Gulf, with (probably) 2,000 slaves on board.

April 15.—Having started from out of Zanzibar harbour, the whole of the dhows, the property of the Northern Arabs, to whom His Highness the Sultan would not give passes of protection (viz., one stating his belief as to their honesty of purpose), I proceeded for Wasseen with the intention of visiting the ports and anchorages south of it, so as to ensure the departure of all suspicious vessels from the coast; as, when once north of Wasseen, the strong monsoon and current insured no return for at least four months, by which time I doubt not but that some man-of-war will be selected to work this division of the station. Lieutenant De Wahl preceded me in charge of the two whalers, having left Zanzibar on the 12th instant.

April 17.—Anchored in Wasseen harbour.

Monday, April 22.—Proceeded for the Seychelles, the health of the ship's company rendering such a step compulsory, a longer stay on the coast being by no means admissible, very heavy rains having set in; and independent of the ship's company, to the number of 25, including the surgeon, suffering from fever and dysentery, the slaves, of whom I had 210 on board, began to complain of bowel complaint, although, on the whole, wonderfully healthy; and were an epidemic, such as dysentery, to break out amongst them, the illness of the surgeon, and the paucity of medicine on board, would have rendered it next to impossible to have assisted them.

I regretted having to leave so suddenly, as, could I have prolonged my stay on the coast another week, I doubt not but I should have succeeded in making seizure of four dhows, with slaves in, south of Wasseen, whatever else I might have done north. Those south Lieutenant Maxwell endeavoured to reach in the pinnace and gig, but was obliged to bear up from stress of weather.

Monday, May 13.—After a tedious passage of twenty-one days, arrived here. I regret to say that during that time, Mr. G. Magee, Gunner, and one petty officer, died from dysentery, and 6 slaves also died from the same disorder.

Wednesday, May 15.—Landed the slaves, the Colonial Government taking charge of the same in conse-

quence, of my representing that, for the health of the ship's company, and for the benefit of the service, they should be removed from the ship without delay.

The Inclosures Nos. 12 to 21 inclusive are explanatory of my proceedings in the capture of fourteen slave dhows between the 1st April and 17th April inclusive. Inclosures Nos. 3 to 7 are copies of the correspondence authorizing me to act as I did in the harbour of Zanzibar and its vicinity. Inclosure No. 22 is a detailed account of the two gigs of Her Majesty's ship under my command having been beaten off from a piratical slaver on the 4th April, a circumstance much to be regretted.

To effect the seizures, and to check the shipment of slaves from the port of Zanzibar and its immediate neighbourhood, the boats of the "Lyra" were away both night and day, and most arduously and creditably did the officers and men perform their duties; and although my success was by no means as satisfactory as I could have wished, I don't conscientiously think more could be expected from the small means at my disposal. It being the commencement of the rainy season, heavy rains were at times experienced, and during the day strong breezes, very much stronger than other but long and fast boats could be expected to contend with fast-sailing vessels of the dhow build; and run excessively fast they certainly do.

Inclosure 2 in No. 127.

Lieutenant-Colonel Rigby to Commander Oldfield.

Sir,

Zanzibar, March 19, 1861.

I HAVE the honour to inform you that this harbour is at present full of dhows and bedens belonging to the piratical Arabs of the Persian Gulf, who come here every year at this season, solely for the purpose of stealing children and slaves, which they convey to the Persian Gulf for sale.

2. Thousands of these pirates are at present residing in this town and its environs; they are the terror of the inhabitants; they commit the greatest outrages with impunity; the soldiers of His Highness the Sultan are afraid to interfere with them. Not a day passes without slaves and children being stolen from the inhabitants, and it is estimated that between 5,000 and 6,000 are every year taken north for sale by these pirates.

3. On the 8th instant, a large number of these wretches assembled near the American Consulate, they severely wounded four servants of the Consulate, and then locked the Consul in his house, and blockaded it all day; others went through the town brandishing drawn swords, and calling out that they wanted the blood of a white man.

4. By Article V of the Treaty entered into by all the Maritime Chiefs of the Persian Gulf with the British Government, dated 8th January, 1820, it is agreed that all vessels belonging to subjects of the Chiefs who are parties to the Treaty shall "have in their possession a register, signed with the signature of their Chief, in which shall be the name of the vessel, its length, breadth, and how many karahs it holds; and they shall also have in their possession another writing (port clearance), signed with the signature of their Chief, in which shall be the name of the owner, the name of the nakoda, the number of men, number of arms, from whence sailed, at what time, and to what port bound; and if a British or other vessel meets them, they shall produce the register and the clearance."

5. By Article IX of the same Treaty, it is agreed that "the carrying off of slaves, men, women, or children, from the coast of Africa, or elsewhere, and the transporting them in vessels, is 'plunder' and 'piracy.'"

6. By the terms of an Engagement entered into between Her Majesty and the Maritime Chiefs of the Persian Gulf, dated 30th April, 1847, it is agreed that the cruisers of the British Government shall seize and confiscate any vessels belonging to their respective subjects found exporting slaves from the coast of Africa, or elsewhere, upon any pretext whatever.

7. I consider it very advisable that a British ship of war should remain at this port, or in the neighbourhood, until the pirate Arabs have taken their departure; owing to the winds they must all leave within the next month. Owing to the weakness of the Sultan's Government, all classes of people here are in fear of these pirates, and your presence will tend to restore confidence, and be a great check to the export of slaves by these piratical Arabs.

I have, &c.
(Signed) C. P. RIGBY.

Inclosure 3 in No. 127.

Lieutenant-Colonel Rigby to Commander Oldfield.

Sir,

Zanzibar, April 8, 1861.

I HAVE the honour to inform you that two of the chief Arabs of Zanzibar, by name Sayyid Mahomed bin Salem and Sayyid Hamood, called on me yesterday with a letter from His Highness the Sultan, in which he desires me to consult with them, acting on his behalf, and with full powers from him, respecting the best measures to adopt to get rid of the piratical Arabs who have been committing such outrages and piracies here.

2. It has been agreed between us that all the piratical dhows now in the harbour shall be allowed two days to leave the harbour unmolested, provided they did so in a peaceable manner, and permit the visits of the boats of Her Majesty's ship under your command on arriving outside the harbour, in order to ascertain whether any African slaves are on board.

3. His Highness' Secretary has this morning called upon me with a message from His Highness, stating that he fully approves of the stipulation we have made, but has allowed the piratical Arabs a third day to depart; after which they have been informed they will be treated as "pirates" and "outlaws."

I have, &c.
(Signed) C. P. RIGBY.

Inclosure 4 in No. 127.

Commander Oldfield to Lieutenant-Colonel Rigby.

Sir,

"Lyra," Zanzibar, April 10, 1861.

I HAVE the honour to inform you that the agreement entered into at the solicitation of His Highness the Sultan on the 7th instant, viz., that the Northern Arabs, and other "slave-dealers" and "pirates" from the North, "although guilty of having stolen and brought large numbers of slaves here," "in contradiction to the Treaties made with Her Majesty's Government by His Highness the late Sultan, in October 1845, and by the Chiefs of the Persian Gulf in 1820, 1838, 1839, and 1847," should be allowed three days to leave the port, provided they went away without slaves, nor their vessels fitted for the reception of them, and permitted without opposition, when out of the harbour (Zanzibar), a visit from an officer of Her Majesty's ship under my command, for the purpose of seeing that the terms of the agreement were fulfilled, has on two occasions been broken, viz.:—

2. On the afternoon of the 8th instant, when off Mtony, and outside of this harbour, I was attacked by two dhows; and only after a running fight of some thirty minutes, and killing and wounding some eight or ten of their number, did succeed in boarding one. Her consort, in consequence of the favourable strength and direction of the wind, escaped me.

3. At or about 3 o'clock this morning some six dhows, the property of the Joasmee or Beni Boo Ali Arabs, full of slaves, ran past the boats of Her Majesty's ship under my command, thereby evading being boarded; the strength of the wind prevented the officer enforcing the same.

4. I beg also to bring to your notice the facts that came under your own observation this morning, viz., the detection of slaves on board of two Sooree dhows, the same being brought to the notice of His Highness the Sultan and his officers by yourself. By Articles I and II of the Treaty made by His Highness the late Sultan with Her Majesty's Government in October 1845, His Highness the Sultan is bound to stop such proceedings. I would therefore suggest that you call upon His Highness to fulfil the terms of the said Treaty, and to confiscate the vessels of the said Sooree slave-dealers or pirates. If he is unable to do so in consequence of the firm hold that the Sooree and other Northern slave-dealers and pirates appear to have over him, he should deliver over to me, or authorize me to seize and destroy, the said vessels, and deliver into my keeping, for conveyance to one of Her Majesty's Colonies, the slaves found therein; and if His Highness should deem fit, their crews, for conveyance out of his dominions.

I have, &c.
(Signed) R. B. OLDFIELD.

Inclosure 5 in No. 127.

Lieutenant-Colonel Rigby to Commander Oldfield.

Sir,

Zanzibar, April 11, 1861.

I HAVE the honour to inform you that, during a visit which I paid to His Highness the Sultan, this morning, I complained of the treacherous conduct of the piratical Arabs here in attacking your boat, and in carrying off, during the night, upwards of 500 slaves, after they had entered into a solemn engagement to take their departure quietly within three days, and to peaceably permit their dhows to be boarded by the boats of Her Majesty's ship under your command.

2. His Highness replied, that they are thieves and rogues, and would not attend to the orders he had given; that they should all quit the harbour; and that he therefore "authorized you to seize and destroy all their dhows found in the harbour."

3. I then alluded to the pirate dhows at anchor in the harbour, on board of which you and myself had observed slaves the previous morning, and I desired His Highness to either destroy them himself or hand them over to you, and also to deliver up to you the slaves found on board.

His Highness replied, that he would send the slaves to you for disposal, and that your boats might seize and destroy the two dhows on board of which they were found.

4. An officer of His Highness will attend at the British Consulate, this afternoon, to accompany your boats, to point out the pirate dhows which you are authorized to seize.

I have, &c.
(Signed) C. P. RIGBY.

Inclosure 6 in No. 127.

Commander Oldfield to Lieutenant-Colonel Rigby.

Sir,

"Lyra," Zanzibar, April 13, 1861.

I HAVE the honour to acknowledge the receipt of your letter of the 11th instant, and I beg to inform you of the steps taken by me on receipt thereof and subsequently.

2. Immediately on its receipt I availed myself of the services of your serang, and through him informed the Joasmee and other Northern Arabs of the authority granted me by His Highness the Sultan, and of my intention of acting on it after 8 A.M. on the 12th instant (viz., on the morrow).

3. On the morning of the 12th instant I availed myself of your kindly-offered assistance of an interpreter, and went round and informed each dhow, the property of the Joasmee or other Northern Arabs, that, if she had not quitted the harbour by noon, I should make seizure of her as a piratical slaver, without she could produce proof to the contrary.

4. At 3 P.M. on the 12th instant I seized three dhows, the property of the Joasmee or other Northern Arab pirates, and fitted for the reception and carriage of slaves. Two of the dhows were in the outer, and one in the inner, harbour.

5. On the afternoon of the 13th instant (this day), between the hours of 4 and 5, I seized two dhows, the property of Northern Arabs, of what tribe I know not, as their vessels were deserted. Their fittings were those of slavers.

6. The whole of these five seizures I have destroyed by fire.
 7. His Highness the Sultan sent an officer with me to point out such of the Joasmee or other Northern Arabs to whom he had given protection. These dhows were not interfered with (not visited).
 8. I should like the purport of this letter conveyed to His Highness, so that if my proceedings have exceeded his wishes, I may have the same made known to me previous to my departure on the 15th instant.

I have, &c.
 (Signed) R. B. OLDFIELD.

Inclosure 7 in No. 127.

Lieutenant-Colonel Rigby to Commander Oldfield.

Sir, *Zanzibar, April 15, 1861.*
 I HAVE the honour to inform you that in reporting this day your approaching departure from this port to His Highness the Sultan, I communicated to him the wish expressed in the last paragraph of your letter to my address, dated the 13th instant.

I have just received a reply from His Highness, in which he states that he has already in the conversations I have held with him on the subject, conveyed to me his sanction and approval of all that you have done in the harbour of Zanzibar, in its vicinity, and to the northward.

I have, &c.
 (Signed) C. P. RIGBY.

Inclosure 8 in No. 127.

Commander Oldfield to Captain Crawford.

Sir, *"Lyra," Pungany, March 20, 1861.*
 I HAVE the honour to inform you that I have this day seized a dhow, name and nation unknown, for being engaged in the Slave Trade. The seizure was made off the north-west end of Zanzibar on the following grounds:—

1. A slave platform 40 feet long, made of rattan.
2. Twenty-four large coarse mats, each mat 14 feet long by 3½ to 4 feet wide.
3. Four large cooking-pots (metal).
4. A number (upwards of 30) of earthenware pots, such as are used for feeding slaves.
5. Twelve large bags of very coarse rice, such only as is used to feed slaves on, also a quantity of dates.

The crew mustered ten men, and were of the Sooree tribe of Arabs.

The dhow being unfitted for a voyage to a port of adjudication was destroyed by scuttling.

I have, &c.
 (Signed) R. B. OLDFIELD.

Inclosure 9 in No. 127.

Commander Oldfield to Captain Crawford.

Sir, *"Lyra," Washeen Roads, March 23, 1861.*
 I HAVE the honour to report the seizure of a slave dhow, name and nation unknown, with 99 slaves on board, at 8.30 P.M. yesterday. The seizure took place in latitude 4° 46' 30" south, longitude 39° 30' 30" east, viz., thirteen miles south-west by west of the anchorage. In making the seizure in the first whaler I was opposed for some short time with musketry, stones, and heavy missiles, but after succeeding in killing and wounding three of the crew, I took her without further casualty.

The killed and wounded men were Soores. I am, therefore, of opinion that the remainder of the crew whom I allowed to jump overboard and swim on shore were likewise of that tribe of Arabs.

I have, &c.
 (Signed) R. B. OLDFIELD.

Inclosure 10 in No. 127.

Lieutenant Maxwell to Commander Oldfield.

Sir, *"Lyra," Zanzibar, March 31, 1861.*
 ON the evening of the 25th instant, while lying at anchor off the north-west end of Tumbat Island in latitude 5° 48' south, and longitude 39° 11' east, I observed a dhow anchor about a quarter of a mile off. I immediately weighed and boarded her; I found her to be a dhow bound for the northward, having on board four slaves from Zanzibar Island. She had neither papers nor colours, and carried slave-fittings. I therefore received the slaves into the pinnace, and finding the dhow not seaworthy destroyed her.

I have, &c.
 (Signed) WM. R. MAXWELL.

Inclosure 11 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Tanga Roads, March 27, 1861.

I HAVE the honour to inform you that I have this day seized a dhow, name and nation unknown, for being engaged in the Slave Trade. The seizure was made five miles to seaward of these roads, viz., in latitude $5^{\circ} 2'$ south, longitude $39^{\circ} 21' 30''$ east on the following grounds:—

1. A slave platform 32 feet long made of rattan.
2. Three large water-tanks.
3. A quantity of coarse matting.
4. Two large cooking pots (metal).
5. A large hearth or cooking range.
6. A quantity (10 bags) of coarse dirty rice, such as is only used in the feeding of slaves.

The crew, consisting of 12 persons, were of the Sooree tribe of Arabs.

The vessel on survey being reported as unfit for a voyage to a port of adjudication, was destroyed by fire.

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 12 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 2, 1861.

I HAVE the honour to inform you that at 7 P.M., yesterday, I seized, off the west side of Zanzibar (distant about three miles and a-half from the anchorage), in latitude $6^{\circ} 7'$ south, and longitude $39^{\circ} 14'$ east, a slave-dhow, on the following grounds:—

1. A slave platform made of rattan, 40 feet long.
2. Twenty large coarse mats, 14 feet by $3\frac{1}{2}$ to 4 feet wide.
3. A large cooking-pot, 3 feet in diameter.
4. Three large water-tanks.

5. Twelve or fourteen bags of coarse rice, such only as is used in the feeding of slaves, and a few bags of dates.

The crew consisted of fourteen men, and were of no particular tribe, more than they came from the Persian Gulf.

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 13 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 4, 1861.

I HAVE the honour to report the seizure of a slave-dhow, name and nation unknown, with 103 slaves on board, at or about 10 P.M. yesterday. The seizure was made off the west side of Zanzibar, in latitude $6^{\circ} 6' 30''$ south, longitude $39^{\circ} 14'$ east, viz., at about three to four miles north of the anchorage.

The crew, who were landed shortly after their seizure, were of the tribe of Beni Boo Ali Arabs, and numbered twenty-seven.

The dhow has been destroyed by fire, in consequence of being unfitted for a voyage to a port of adjudication, the slaves having been removed to the "Lyra."

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 14 in No. 127.

Mr. Parker to Commander Oldfield.

Sir,

"Lyra," Zanzibar, April 6, 1861.

I HAVE the honour to inform you that I have this day, when in command of the second whaler, seized a dhow, name unknown, for being fitted for the Slave Trade.

The seizure was made off the west side of Zanzibar, latitude $6^{\circ} 6'$ south, longitude $39^{\circ} 14'$ east.

No colours or papers were found on board.

Her fittings were as follows:—

1. A slave deck, 35 feet long, made of rattan.
2. Fifty large cocoa-nut mats, each about 12 feet long by 4 feet wide.
3. A large quantity of dates, cocoa-nuts, calavances, and coarse rice, such only as is used in feeding slaves.
4. Several earthenware pots, such as would be used for feeding slaves.
5. Three large water-tanks.
6. A large hearth with three large pots attached (metal).

The vessel being, by you, considered unfit for a voyage to a port of adjudication, I destroyed her, by your orders, after having taken her measurement, which was as follows:—

Length, inside stem and stern posts, 50 feet; breadth, inside gunwale, 14 feet; depth of hold, 9 feet: poop—length, 15 feet; breadth, 8 feet; depth, 6 feet. Making a total of $70\frac{1}{2}$ tons.

I have, &c.

(Signed) W. C. E. PARKER, Master's Assistant.

CLASS A.

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Inclosure 15 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 9, 1861.

I HAVE the honour to report that being in my gig at or about 1.30 P.M., yesterday, off Mtony, distant three to four miles from the anchorage, Zanzibar, I was fired on by two dhows, and after a running fight (at a distance of from ten to seventy yards) of about thirty minutes, I succeeded in running alongside, and carrying one.

Her consort, I regret to say, succeeded in escaping, in consequence of the favourable strength and direction of the wind, but not before I had succeeded in killing and wounding some six or eight of her crew.

The crew, numbering eighteen or twenty, were of the Beni Boo Ali tribe of Arabs, and were allowed to escape on shore by swimming, as I had, at the moment of carrying her, hoped to have secured her consort.

No colours or papers were found on board.

Her fittings as a slaver were as follows :—

1. A slave-deck, upwards of 25 feet long.
2. A quantity of matting.
3. A quantity of coarse rice, such only as is given to slaves.
4. Three large water-tanks.
5. Two large cooking-pots (metal).

The only casualty amongst my gig's crew, although very severely attacked, was Geo. Games, A.B., slightly wounded from a splinter.

On board the dhow, the casualties were two killed and two severely wounded.

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 16 in No 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 11, 1861.

I HAVE the honour to inform you that His Highness the Sultan, at 4 P.M. this day, delivered into my hands two slave-dhows, one the property of the Sooree, and the other of the Joasmee, or other Northern Arabs, on the grounds that they had been detected with slaves on board in this harbour (Zanzibar) yesterday morning.

The dhows, on being towed alongside, were found with the following fitments on board :—

1. Slave platforms made of rattan ; one 32 feet long, and the other 40 feet.
2. A quantity of matting.
3. The one three large tanks and the other four.
4. The one two large metal cooking-pots, and the other three, capable of cooking for eighty and one hundred people respectively.

Her Majesty's Consul and myself observed the slaves on board these dhows on the morning of yesterday at 6.30, and brought the same to the notice of His Highness the Sultan, who sent an officer to make seizure of the dhows, their crews, and the slaves. I regret to say that of the many slaves on board at the time of our first observation of this irregularity, 6 only were discovered by the officer sent by His Highness ; and these, together with the vessels, he sent, and requested me to receive and dispose of, as I might consider most in accordance with the spirit of his Treaty with us for the suppression of the Slave Trade.

A public exhibition being by me considered expedient, I destroyed both vessels by fire in the part of the harbour most conspicuous from the quarter of the town inhabited by the Joasmee and the other piratical and slave-dealing Arabs.

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 17 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 12, 1861.

I HAVE the honour to inform you that in the harbour of Zanzibar, between the hours of 2.30 and 4 P.M. this day, I made seizure of three dhows, the property of certain Northern Arabs, fitted for the Slave Trade.

Their fittings were as follows :—

(No. 1.)

1. A slave platform of rattan 38 feet long.
2. Three very large tanks.
3. A quantity of coarse matting.
4. Two large cooking metal pots capable of cooking for upwards of 100 persons.
5. Twelve bags of coarse rice such as is used in the feeding of slaves.

No colours or papers were found on board. The crew of this vessel numbered 25, and were of the Beni Boo Ali or other Northern Arab tribe.

(No. 2.)

1. A slave platform of rattan 45 feet long.
2. Three large water-tanks.
3. A number (twenty) of earthenware pots such as are used in slave-dhows.
4. Three metal pots capable of cooking for 100 to 150 people.
5. A quantity of coarse matting.

No colours or papers were found on board. The crew numbered 18, and were, I think, of the Joasmee tribe of Arabs.

(No. 3.)

1. A slave platform of rattan 40 feet long.
 2. Four large water-tanks.
 3. A large quantity of matting.
 4. Three large metal cooking pots capable of cooking for 100 to 150 people.
- No papers or colours were found on board. Part of the crew of this vessel deserted; the remainder, numbering 15 were of the Beni Boo Ali or Joasmee tribe of Arabs.

These seizures were made at the request and under the authority of His Highness the Sultan.

The crews are detained as prisoners, and will be landed out of His Highness's dominions.

These dhows being unfitted for a voyage to the port of adjudication were destroyed by fire.

I have, &c.
(Signed) R. B. OLDFIELD.

Inclosure 18 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 13, 1861.

I HAVE the honour to inform you that, in the harbour of Zanzibar, between the hours of 3 and 4 P.M. this day, I made seizure of two dhows, the property of certain Northern Arabs, fitted for the Slave Trade. Their fittings were as follows:—

(No. 1.)

1. A slave-platform, 25 feet long, made of rattan.
 2. Three water-tanks.
 3. Three large rolls of coarse matting.
 4. Two large cooking-pots, metal, capable of cooking for 100 persons.
- No colours, papers, or crew were found on board.

From her build and fitments, I have reason to believe this dhow belongs to the Beni Boo Ali tribe of Arabs.

(No. 2.)

1. A slave-platform, made of rattan, 32 feet long.
2. A quantity of matting.

No papers, colours, or crew were found on board.

Three large water-tanks, that had been on board the day previous at 3 P.M., when the officer of His Highness the Sultan pointed out her fitments as those of a slaver, were found to have been removed.

I have, &c.
(Signed) R. B. OLDFIELD.

Inclosure 19 in No. 127.

Lieutenant Waby to Commander Oldfield.

Sir,

"Lyra," off Chak-chak, April 14, 1861.

IN pursuance of orders from you dated the 11th April, I proceeded in the gig, with a crew of five men and one boy, to search the harbour of Chak-chak, where I found two dhows, one a small Pemba dhow, which I released, and the other a large dhow, entirely fitted for the Slave Trade, manned by a crew of fourteen or fifteen Sooree Arabs, all of whom were armed.

I told them to lay their arms down. Some did so, but the others refused, and seeing a large number of armed men running down to the Point (off which the dhow was anchored), and embarking, I threatened them, and told them I had more men coming in other boats, on which, giving a yell, they attacked us with their swords, and it was not until we had shot four and wounded several, driving the remainder overboard, that we obtained possession. I then immediately towed her out of range of the musketry of the men on shore.

Her fitments were as follows:—

1. Five tanks, full of fresh water, containing at least $3\frac{1}{2}$ tons.
2. Wood placed to form a level deck.
3. Twenty large mats for covering ditto.
4. Two large copper boilers, measuring respectively 2 feet 8 inches in diameter and 1 foot 2 inches in depth; and 2 feet in diameter and 1 foot in depth.
5. A large oven for baking, and an extremely large cooking-range.
6. Thirty or forty bags of negro-rice.
7. Twenty or thirty bags of dates.
8. Ten or fifteen bags of calavances.

Her measurement was as follows:—

Length over all, 73 feet; breadth, extreme, 15 feet; depth of hold, 12 feet.

Poop: length, 18 feet; breadth, 12 feet; depth, 3 feet 6 inches.

During the attack I received a sword-cut on each arm. No other casualties occurred on our side.

I destroyed her in the evening, after searching her thoroughly. One pair of slave-irons were found on board.

I have, &c.
(Signed) H. D. WABY.

Inclosure 20 in No. 127.

Mr. Mc Conachy to Commander Oldfield.

Sir,

"Lyra," Wasseen, April 18, 1861.

I HAVE the honour to inform you that on the afternoon of the 17th instant, being in charge of the second whaler of Her Majesty's ship under your command, I made seizure of a slave-dhow belonging to Sooree Arabs, off the entrance of Wasseen River, latitude $4^{\circ} 38' 25''$ south, and longitude $39^{\circ} 25'$ east, destroying her by fire on the evening of the same day.

My reasons for so acting being as follows, viz. :—

1. The dhow was run on shore off the entrance of Wasseen River to avoid being boarded, and the crew having deserted her, leaving only 7 out of the 30 slaves she originally had on board, and for the carrying of whom a slave-platform was formed out of the small cargo of wood she had on board.
2. I found neither the Sultan's pass nor any colours on board.
3. A large quantity of cocoa-nuts, some rice and dates, three large wooden tanks filled with water, a large cooking range, and a quantity of matting.
4. The 7 persons on board, 1 of whom was in irons, gave me perfectly to understand that they were slaves, and that they had been stolen by the Sooree crew, which consisted of some forty men.
5. The dhow being on shore, night setting in, knowing that the Sooree crew were not far off, and a night attack not improbable, I thought it advisable to destroy her, and after taking a strict measurement of her, I did so by fire.

I have, &c.

(Signed) C. W. Mc CONACHY, *Master's Assistant.**Dimensions of Dhow.*

Length over all, 66 feet; extreme breadth, $16\frac{1}{2}$ feet; depth of hold, 13 feet.

Poop:—Length, $18\frac{1}{2}$ feet; breadth, 14 feet; depth, 5 feet: making a tonnage of $164\frac{3}{4}$ tons.

(Signed) C. W. Mc CONACHY, *Master's Assistant.*

Inclosure 21 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Wasseen, April 18, 1861.

I HAVE the honour to inform you that I made seizure at 8 P.M. yesterday of a slave dhow, manned by a crew of Sooree Arabs, but not entitled to the protection of any flag or nation, no papers or colours being found on board.

The grounds on which this seizure was made were as follows :—

1. A slave-deck, 45 feet long.
2. Nine pairs of slave-irons.
3. Twenty bags of coarse rice, such only as is used in the feeding of slaves.
4. Twelve large cooking-pots, metal, capable of cooking for 300 people.

The seizure was made in Wasseen Roads, latitude $4^{\circ} 39'$ south, longitude $39^{\circ} 28'$ east.

The crew, consisting of about thirty Soorees, deserted with the exception of ten between the time of being boarded at 7 P.M. and taking possession of at 8 P.M.

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 22 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 5, 1861.

I HAVE, with regret, to report the repulse of the second and third whalers of Her Majesty's ship under my command by a piratical slave dhow, manned by upwards of sixty Northern Arabs.

The circumstances of the case are as follows :—

The second and third whalers, in charge of Mr. George A. Magee, gunner, and manned collectively by a crew of twelve men, were cruising off Mtony, distant three to four miles north of this anchorage, Zanzibar, for the purpose of intercepting slavers known to run their cargoes constantly of a night from out of this harbour.

At or about 11 P.M. yesterday, Mr. Magee on observing a dhow running to the northward past Mtony, hailed her to heave-to, upon which he was fired upon. Mr. Magee seeing that the dhow was manned by a crew of some sixty men and upwards, engaged her at a distance of about 100 yards for some twenty minutes; at the expiration of which time he judged that he had so far intimidated the enemy that he might carry her, boarded; and, although he succeeded in gaining a footing on the poop with some of his men, and maintaining his hold for some five to ten minutes, he was at length driven with his men into the second whaler, the third whaler having been stove by a kedge, or some heavy substance, having been hove into her by the enemy.

Out of the few men who obtained a footing, the casualties were as follows :—

John Granger, chief boatswain's-mate, severe sabre cut on left arm.

William Poole, captain foretop, severe sabre cut on left arm and head.

Henry Scott, A.B., severe sabre cut on head.

Had Mr. G. A. Magee made use of fire-arms after boarding, no doubt exists in my mind that he would without difficulty have maintained his footing, as little opposition was shown on his first boarding; the loss of some twenty men, previous to being boarded, having at the moment in a very great measure broken their spirit of resistance.

The cargo of this slaver consisted of upwards of 90 souls.

During the latter end of March and early part of April, dhows, the property of the Arabs from Pirate Coast in the Persian Gulf, run large numbers of slaves (3,000 to 4,000) from this port, the greater portion of which are stolen from the subjects of His Highness the Sultan; the Traffic in Slaves, even when purchased, being in contradiction of the Treaties between Great Britain and the Chiefs of Pirate Coast, Persian Gulf, 1820, 1847, and with His Highness the Sultan, October 1845.

I have, therefore, had since my arrival here on the 19th ultimo, two boats rowing guard outside the harbour, night and day, hoping thereby to check this illegal traffic. With the small means at my disposal I do not expect to stop it, knowing that with very few (if any) exceptions, the officers of His Highness the Sultan connive at the Traffic, and very many participate in the profits of it.

Her Majesty's Political Agent and Consul, Lieutenant-Colonel Rigby, has remonstrated most strongly with His Highness the Sultan on the gross violation of the Treaties between His Highness and Her Majesty, but with no avail. His Highness neither appears to wish to check the gross misconduct on the part of his own Ministers and subjects, or the acts of piracy and murder of the Northern Arabs.

Strong and stringent measures have been, therefore, called for from Her Majesty's Political Agent and myself.

I have, &c.
(Signed) R. B. OLDFIELD.

No. 128.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir, "Narcissus," Simon's Bay, February 20, 1862.

WITH reference to your letter of the 14th December last, relative to a complaint of the French Government against the proceedings of the crews of Her Majesty's ships on the coast of Zanzibar in September last, I beg to acquaint you, for the information of the Lords Commissioners of the Admiralty, that, prior to the receipt of your letter, I had ordered an inquiry to be made into the circumstances alleged; and by my latest accounts the dhows in question have not been adjudicated.

I have, &c.
(Signed) B. W. WALKER.

No. 129.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

"Narcissus," Simon's Bay, May 21, 1862.

FORWARDED for the information of the Lords Commissioners of the Admiralty.

This vessel's proceedings gave room for suspecting that she was not a legal trader.

(Signed) B. W. WALKER.

Inclosure 1 in No. 129.

Lieutenant Mc Hardy to Rear-Admiral Sir B. Walker.

(Extract.)

"Penguin," Algoa Bay, May 6, 1862.

I HAVE the honour to inform you that at 2 o'clock yesterday afternoon, a sail was observed a little on on the weather-bow (the ship at the time steering E. $\frac{1}{2}$ N.) Shortly before 3 o'clock I made the vessel out to be a barque, steering west-north-west, having the wind abaft her port beam, with her port topmast and lower-studding-sails set. I kept away two points, with the intention of passing sufficiently close to stranger to ascertain her character.

At ten minutes to 4, being then about two miles from her, I showed English colours, namely, the blue ensign and pendant. Almost immediately after the pendant was broke, I observed that the barque put her helm up; it occurred to my mind that she might have dropped a man overboard. I kept my telescope on her, and saw her brace her yards round and up on the starboard tack, with the studding-sails hanging the port side. I then noticed her take in the port studding-sails, and rig out the starboard booms. Considering this suspicious, I ordered steam to be got up with all despatch; trimmed sails, and altered course in chase of barque. At 4 o'clock I observed some colours hoisted by the barque, and immediately afterwards hauled down, before I was able to make out what colours they were. At sixteen minutes past 4 I observed barque hoisted the United States' flag. Barque gained on us considerably until 5 o'clock, when we went ahead under steam. Even with steam we came up with her very slowly, so at twenty-three minutes past 5, there being very little more daylight, I thought it advisable to cause her to heave-to, lest she should escape under cover of the approaching darkness; therefore fired a blank cartridge, which causing no alteration in her movement, at twenty-seven minutes past 5 fired a shot aimed so as to drop well clear of her. This not having the desired effect, at thirty-two minutes past 5, I ordered the gunner to drop a shot as close to her as possible, without actually hitting her. Accordingly a shot from one of the 25-pounder Armstrong guns was dropped about two yards from her bow (although

she was distant nearly three miles). She immediately went round, and shortly afterwards hove-to on port tack.

At a quarter to 6 we came up to her; she had then no colours flying; but as our boat shoved off, I saw the United States' flag hoisted a little above the taffrail, then a little higher, then hauled down a little, and so kept for about a minute, and then hoisted up.

I sent Mr. Cole, Acting Second Master, and second in command of Her Majesty's steam gun-vessel "Penguin," to board her, as, from the circumstances I have detailed, I conceived her to be a dishonest vessel, and suspected her of hoisting a flag to which she was not legally entitled, in order to evade seizure.

I annex the written reports made by Mr. Cole and Mr. Maxwell (whom I ordered to accompany Mr. Cole) for the purpose of observing carefully everything occurring during the visit.

From the behaviour of this vessel I have very strong suspicion that she was not an honest trader, and I regret not having boarded her myself. Having, however, referred to the Mercantile Navy List, I observed the name of the "*Storm King*" in the list of registered vessels, and as the rig and tonnage there given correspond with that of this vessel, and my second in command being of opinion that she was an honest trader, I permitted the vessel to proceed on her course.

Inclosure 2 in No. 129.

Mr. Cole to Lieutenant Mc Hardy.

Sir, "Penguin," Lat. 30° 8' S., Long. 27° 30' E., May 5, 1862.
IN pursuance of an order received from you, I boarded the United States' barque "*Storm King*," and make the following Report.

That on boarding the said barque I proceeded to examine her papers, after a careful examination of which I found her to be a legal trader, thirty-five days from Zanzibar, bound to Salem, Massachusetts, with a cargo of hides and cloves. The reason they gave for altering the course so suddenly, was that they could not see our colours, and mistook the "Penguin" for a Confederate privateer.

A passenger was on board who stated that he had lately been the United States' Consul at Zanzibar, and was then on his passage home.

On leaving the vessel the Master complained of the detention of his ship. I made an entry in her log, giving as a reason for boarding her, that she had altered her course very suddenly on Her Majesty's ship "Penguin" showing British colours. Time of detention half-an-hour.

I have, &c.

(Signed) JAMES COLE, *Acting Second Master.*

Inclosure 3 in No. 129.

Mr. Maxwell to Lieutenant Mc Hardy.

Sir, "Penguin," at Sea, Lat. 34° 8' S., Long. 20° 36' E.,
May 5, 1862.

IN pursuance of an order from you, I accompanied Mr. James Cole, Acting Second Master, in boarding the United States' barque "*Storm King*," for the purpose of being a witness to all that took place on board.

Mr. Cole asked for her papers, which were produced. After having made a strict and careful examination, found them to be correct. She was thirty-five days from Zanzibar, bound to Salem, Massachusetts, with a cargo of hides and cloves.

When asked the reason why he had altered course so suddenly upon our hoisting the British flag, stated they thought we were an American privateer; also said that they could not see our ensign distinctly, and that it was a blue one instead of white (Admiral Walker being Rear-Admiral of the White).

There was a person on board that stated he was the late United States' Consul at Zanzibar, told us he had seen the "Penguin" there, and that the "Semiramis" and "Zenobia" had sailed with Colonel Pelly on board; that the "Pantaloone" had gone on shore at Pemba Bay, and was at Mozambique. Spoke of Captain Oldfield, who had taken some prizes.

On leaving the ship the master complained of having been detained, and the Consul led us to suppose that we should hear more of it. She was detained half-an-hour.

I have, &c.

(Signed) J. H. MAXWELL, *Clerk.*

No. 130.

Captain Bickford to Rear-Admiral Sir B. Walker.

Sir, "*Narcissus*," at Sea, Lat. 21° 11' S., Long. 42° 43' E.,
June 22, 1862.

I HAVE the honour to inform you that this afternoon a suspicious sail was sighted from the mast-head on our weather-beam, standing to the southward, whilst Her Majesty's ship bearing your flag was standing to the northward. By your direction the course was altered to intercept the stranger, and steam got up to enable us to close her before dark.

At 6 P.M., as night set in, we came up with the chase, and unable to see any colours, I sent Acting Lieutenant George E. Price, accompanied by Mr. Edward R.

Foster, Acting Sub-Lieutenant, both of this ship, in a cutter, to examine her, as from her locality and other circumstances I suspected her to be engaged in the Slave Trade.

The visiting officers' report I have the honour to inclose for your information, and it appears that the vessel proved to be the French barque "Indéfaticable," of Bourbon, the master of which had no complaints to make, and was very civil in giving the information you were so desirous of ascertaining as to where the French Commodore might be found.

I have, &c.
(Signed) J. G. BICKFORD.

"Narcissus," at Sea, Lat. 21° 22' S., Long. 42° 30' E.,
June 22, 1862.

Forwarded for the information of the Lords Commissioners of the Admiralty.

From the circumstances of this vessel standing to the southward, on the Madagascar coast of the Mozambique Channel, and her not heaving-to after the first blank cartridge was fired, I was induced to suspect that she was an illegal trader, and was taking her then course to evade the cruisers on the East Coast of Africa.

As there was no probability of catching her before nightfall, I directed steam to be got up. On coming up with her after dark, no colours having been previously seen, a boat was detached to discover her nationality, and she proved to be the French barque "Indéfaticable," of Bourbon, as described in the accompanying letter

(Signed) B. W. WALKER.

Inclosure in No. 130.

Acting Lieutenant Price to Captain Bickford.

"Narcissus," at Sea, Lat. 21° 22' S., Long. 42° 30' E.,
June 22, 1862.

Sir,

I HAVE the honour to inform you that, in pursuance of your order, I boarded the ship named in the margin,* and that I found as follows:—

That she is the French barque named "L'Indéfaticable," belonging to the Isle of Bourbon, and that she is employed in picking up a cargo of hides and maize at the various ports on the West Coast of Madagascar.

That she left the River Mandelouie on the 20th instant, and is now bound to St. Augustine's Bay.

Having correct papers, log, and colours, and there being nothing in any way suspicious about her, she was allowed to proceed.

That, before leaving, I offered to notice the fact of his having been boarded in his log, which he declined; and I also asked him if he had any complaint to make against the proceedings; to which the Captain replied that he had none whatever.

The Captain informed me that he had met and been boarded by the "Ariel" (or an English corvette answering to her description), on the 5th March, in Bembatooka Bay; and that he had also found there an American barque taking in the same cargo as himself.

That he believed the French Commodore was at present at Nos Beh, and that two French men-of-war were expected to visit St. Augustine's Bay about this time.

That, on the 20th instant, on standing out from his anchorage in latitude 20° 38' south, he saw a large barque standing along shore to the northward; that she showed no colours, and, being four or five miles from him, he could not ascertain her character.

I have, &c.
(Signed) EDW. E. PRICE.

No. 131.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir,

"Narcissus," at Johanna, July 5, 1862.

REFERRING to your letter of the 8th November, 1861, and to the inclosure therein, viz., a communication from Sir George Grey, late Governor at the Cape of Good Hope, to the Duke of Newcastle, dated the 18th June, 1861, upon the subject of Mr. Sunley, Her Majesty's Consul at the Comoro Islands, employing upon his sugar plantations at Johanna slaves hired from Arab slave-holders, I beg to acquaint you, for the information of the Lords Commissioners of the Admiralty, that it is true that Mr. Sunley does so obtain labourers; but it is right that I should mention that he informed me he paid wages both to the slave and the owner at the

* "L'Indéfaticable."

same time, and whilst they are in his employment they are treated as free labourers would be.

I inclose a copy of a letter from Captain Alan Gardner, of Her Majesty's ship "Orestes," on this subject.

I have, &c.
(Signed) B. W. WALKER.

Inclosure in No. 131.

Captain Gardner to Rear-Admiral Sir B. Walker.

(Extract.)

"Orestes," *Johanna*, July 3, 1862.

I BEG to acknowledge the receipt of your letter dated the 22nd April, directing me to report on certain allegations made by Mr. Sunley, Her Majesty's Consul for these Islands, that the French import slaves from the Comoro Islands to Mayotte and Nos Beh under the designation of free labourers. Also on the alleged use of the French flag by British cruisers engaged in watching Arab dhows.

I would observe that the assertion in M. Thouvenel's letter that in the Islands of Comoro, and Johanna, and Mohilla, slavery does not exist is very incorrect, for in these islands a considerable number of the population are slaves, and although owing to the continued presence of Her Majesty's Consul, and the occasional visit of British cruisers, the Slave Trade has been almost entirely stopped at Johanna, I believe that a considerable number of slaves are brought from the mainland to Comoro and Mohilla in dhows (some of which carry the French flag) to Mayotte and Nos Beh, under the name of "engagés."

With regard to the use of the French flag I have ascertained that it has been used by two or, perhaps, more of the cruisers as a disguise for the purpose of approaching vessels suspected of being slavers, but that they have never opened fire with that flag flying, which would be illegal.

It is a fact that Mr. Sunley employs indiscriminately free men and slaves on his plantation, but they come to him for hire, and I understand are treated with kindness. He probably would find a difficulty in carrying on the sugar estate with free labour alone in present state of the population; and without this, or some other occupation, could not maintain himself on the island, where he acts as a very useful English Agent, without which the Native Government would probably fall to pieces.

No. 132.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir,

"Narcissus," at *Johanna*, July 5, 1862.

REFERRING to your letter dated the 8th of November, 1861, containing several inclosures relative to the allegations made by Mr. Sunley, Her Majesty's Consul at the Comoro Island, "that French agents introduce slaves into those Islands from the African Coast to be eventually transferred as free labourers to the French Colony of Nos Bé," on which subject I am to make inquiries, and particularly as to the use of the French flag by British cruisers employed in watching Arab vessels suspected of being engaged in Slave Trade, I request you will be pleased to inform my Lords Commissioners of the Admiralty that, on my visit to this island, I have ascertained that the circumstances related in Mr. Sunley's letter dated May 2. 1861, to Earl Russell, are substantially correct.

I further learnt, from the highest authority at Johanna, that two months ago five dhows had embarked full cargoes of slaves a few miles to the northward of Mozambique, at Conducia, and conveyed them under the French flag to Mohilla, where they were landed, and after remaining a short time on that island they were to be removed to the French Settlements at Mayotte and Nos Bé as free labourers.

This scheme has revived the Slave Trade between the East Coast of Africa and the Comoro Islands to a very serious extent; and the official authorities of the French Settlements cannot but be fully aware of it.

With regard to M. Thouvenel's statement, "that the recruitment system is allowed and maintained between the Comoro Islands and the French Settlements at Mayotte and Nos Bé, because slavery does not exist in those islands," I am informed that two-thirds of the labouring population of these islands are slaves, the majority of whom have been surreptitiously conveyed thither from the East Coast of Africa by native vessels and Arab dhows, some of which have carried the French flag.

The great demand of the above-named French Colonies for free labourers from the Comoro Islands could not be met unless this subterfuge was resorted to; and the inducement offered by the French agents is so remunerative that the cupidity of the Chiefs, who are poor, is stimulated to prefer this contraband to legitimate trade.

It will be seen by reference to the chart that M. Thouvenel's assertion, "that Nos Bé belongs to the same Archipelago as the Comoro Islands," is quite a mistake, as the island lies close to Madagascar, of which its inhabitants were a part and parcel.

Referring to the use of the French flag by Her Majesty's cruisers to watch Arab dhows suspected of being engaged in Slave Trade, I find that the signal-flag No. 2 has been occasionally hoisted for the purpose of approaching such vessels, but only when cruising between Comoro and the East Coast of Africa, where there is reason to suspect that the French ensign may be fraudulently used by them. M. Thouvenel observes that the Arabs do not mistrust the sight of the French flag; that is quite true, because their pursuits, whether lawful or not, are not questioned by it, and this is a reason for their using it, without a right, sometimes, which makes it necessary for our cruisers to visit them for the purpose of verifying their nationality; but none of Her Majesty's ships have fired under such circumstances. Where the pursuits of both nations are so well known as they are on the East Coast of Africa, I cannot see that the French merchant-vessels are likely to suffer from pillage, especially by the Arabs, who have such confidence in the flag of that nation.

In conclusion, I would remark that whilst such encouragement is given to the Slave Trade by the so-called Recruitment System, it gives little hope for the advancement of legal commerce, or of Christianity and civilization, in the Comoro Islands; and I should be glad to receive their Lordships' instructions as to whether the few Chiefs of these Islands are to be permitted to continue their unlawful practices with impunity.

I have, &c.
(Signed) B. W. WALKER.

No. 133.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir,

"Narcissus," off Melinda, July 16, 1862.

I REQUEST you will inform my Lords Commissioners of the Admiralty that on my visit to Zanzibar I took occasion to make inquiries as to the nature and extent of the Northern Slave Trade, which has become so notorious in that neighbourhood, and to which my attention was called by Lieutenant-Colonel Rigby, in a letter I submitted to their Lordships on the 19th of August last year, and I now inclose another copy thereof.

2. I am sorry to say that I find that the Treaty with the Sultan of Zanzibar for the abolition of the export of slaves from his dominions is a dead letter. I have learnt that several foreign ships have obtained cargoes of slaves thence; and there is, besides, an enormous Traffic in human flesh openly and shamelessly carried on in Zanzibar. Arabs from Muscat and other parts of Arabia were purchasing slaves of both sexes in the great market of that town for exportation, even whilst I was there, and there appeared to be no check whatever to such proceedings, although positively prohibited by the Treaty.

3. As an instance of the boldness with which this trade is conducted, I received information in Zanzibar, that four Muscat dhows, which had lately shipped full cargoes of slaves under the windows of the Sultan's palace in that port, were then lying at Melinda refitting, and waiting for moderate weather to prosecute their voyage to Arabia. I caused the Sultan to be informed of these circumstances, but His Highness expressed ignorance of them, and only promised investigation. I therefore determined to ascertain the truth, and ran down to Melinda in my flag-ship, accompanied by the tender; there we found one of the vessels, measuring 175 tons, undergoing repairs; the other three had sailed the day previously, taking the cargo of the fourth dhow with them. The chief man of the place readily admitted that these dhows had arrived from Zanzibar with their human freights, and stated that he could not prevent their remaining, as he had no means of driving them away. He pointed out the above-mentioned vessel as one of them, and as she had all her slave-fittings in, without papers or colours, the boats burnt her. The "Penguin" then proceeded in chase of the others.

Under these glaring circumstances, I submit whether the time has not come for Her Majesty's Government to take some measures to enforce the Sultan

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to adhere to the Treaties made with his father, the late Imam of Muscat, for the entire prohibition of the export of slaves; and, furthermore, to abolish the Slave Trade in his territories, as I feel confident that, until this is done, no other means will stop it, and civilization and Christianity cannot progress in that quarter.

The utmost exertions have been made with the united force at my command during the last eighteen months to arrest this great northern illicit Traffic; and a severe blow has been inflicted on it by the "Lyra" and "Gorgon," and their boats, which have captured no less than sixty dhows employed therein.

I have, &c.
(Signed) B. W. WALKER.

No. 134.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

(Extract.)

"Narcissus," at Simon's Bay, September 15, 1862.

I HASTEN to call the attention of my Lords Commissioners of the Admiralty to the 4th Rule of Article I prescribing the reciprocal right of search to be exercised within 200 miles from the coast of Africa.

Advantageous as this privilege is to the cruisers on the West Coast of this Continent, it is of little avail on the East side, because the American slave-vessels are now in the practice of proceeding to some of the west ports of Madagascar for their cargoes, which places are beyond the limits laid down in the Treaty, and therefore it can be evaded by them with impunity. The ports alluded to are independent of the King of that island, and the slaves are conveyed thither in native vessels from the East Coast of Africa, to be shipped off as opportunities offer.

No. 135.

Lieutenant-Commander Mc Hardy to the Secretary to the Admiralty.

Sir,

"Penguin," Alloola, North-East Coast of Africa, November 13, 1862.

I HAVE the honour to forward to you a copy of a Report addressed to my Commander-in-chief, together with its inclosures, relating to the massacre of Sub-Lieutenant Fountaine and fourteen men, who had been detached from Her Majesty's gun-vessel "Penguin."

I have, &c.
(Signed) J. G. G. Mc HARDY.

Inclosure 1 in No. 135.

Lieutenant-Commander Mc Hardy to Rear-Admiral Sir B. Walker.

Sir,

"Penguin," Alloola, North-East Coast of Africa, November 13, 1862.

IT is my painful duty to acquaint you that Sub-Lieutenant Fountaine and fourteen men, who were detached by me in a cutter and whaler from Her Majesty's gun-vessel under my command, have been foully murdered by a party of Somalis at a place called Bareda, about fifteen miles west of Cape Guardafui. The following are the circumstances connected with this sad event:—

On the afternoon of the 1st of September I dispatched two boats (an eight-oared cutter and four-oared whaler), under command of Sub-Lieutenant Fountaine, with orders to cruise, for the suppression of the Slave Trade, between Kwyhoo Island and Juba River, rendezvousing at Port Durnford every third day after the 14th September.

The day after the two boats left the ship I sighted Juba River, and then proceeded to Zanzibar.

At Zanzibar, things (as reported in my letter of proceedings dated the 15th September, addressed to Captain Gardner) occurred which caused me to think I should not be at Port Durnford as soon as I had intended; therefore, on the 13th September, I dispatched a native dhow to Port Durnford with provisions and further orders to Sub-Lieutenant Fountaine.

On the 19th September I anchored Her Majesty's steam gun-vessel "Penguin" outside Port Durnford; saw no boats or dhows until the morning of the 21st, when the dhow which left Zanzibar on the 13th September arrived. Directly she was observed I proceeded into Port Durnford and communicated with her. She had heard nothing of the two boats under the command of Sub-Lieutenant Fountaine; I therefore sent her up the river, with an officer and interpreter, to make inquiries concerning these two boats. The next day she returned, having heard nothing of them, and as this was seven days after the time appointed for them to rendezvous at Port Durnford I felt very anxious about them; and, being unable to leave immediately in the "Penguin," on account of her engines being out of order, on the 23rd September I sent a native dhow, with an officer and

interpreter, and provisions, with orders to proceed as far as Juba River in search of the boats, or information concerning them. On the 29th the dhow returned, having heard nothing of the boats.

On the 1st October I sent the same dhow to Brava, with orders to coast the whole distance, and make inquiries at every place and of all dhows or fishing-boats that they might meet, and to await the arrival of the "Penguin" at Brava.

On the 3rd October, the defects in the machinery having been made good, I proceeded to Brava, where I arrived on the evening of the 5th, having boarded several dhows, and one American whaler, without hearing anything of the boats. The dhow sent from Port Durnford arrived at nearly the same time, having been unable to gain any intelligence concerning the boats.

The following day, the 6th October, I landed, and learnt from the Chief of Brava that the two boats had been seen to pass Marka on the 4th September, and off Magadoxa on the 5th September (four days after leaving the ship).

I saw at Brava a man who was at Magadoxa on the 5th September, and he stated that the smaller of the two boats made an attempt to cross the reef, but, not knowing the passage, was unable to do so on account of the surf. The two boats were then seen to run northward. At the time, a fresh breeze was blowing from the southward.

In consequence of this information I made arrangements with the Chief of Brava that one of his dhows, which was to leave the next morning for Maculla, should coast the whole way to Cape Guardafui, and make inquiries for our boats, and, in the event of meeting them, provision and water them, and render them every assistance in their power. I put on board of this dhow orders for Sub-Lieutenant Fountaine which directed him to proceed to Maculla, and there remain until the arrival of the "Penguin," sending with these orders a tracing of the chart from Brava to Maculla, as he left the ship with a chart extending only as far north as Juba River. I decided on Maculla for two reasons; first, that it was the nearest friendly port for our boats to have made for, provided Sub-Lieutenant Fountaine knew of it; and secondly, because I knew that a very large number of dhows, just at this season, arrived there from the territory of the Sultan of Zanzibar, so I was likely to gain information from all parts of the coast, as many of them call at different places on their way for water.

On the morning of the 7th October I left Brava and proceeded northward, keeping during the day sufficiently close to the shore to enable any boat in-shore of us to be seen.

On the evening of the 12th, anchored in North Haffoon Bay, and remained there until the morning of the 18th, for the purpose of communicating with the dhow from Brava, which I concluded had not yet passed this place.

On the 13th October I communicated with the people at the village Hundah, and they denied having heard or seen anything of our boats. The same day I boarded two dhows, which stated they came from a place a little west of Ras Guardafui, and that they had seen or heard nothing of our boats.

I did not land at Hundah, not thinking it safe, as I had only a dingy, and was out of reach of the ship's guns, but talked to them, keeping the boat a few yards from the shore. The people stated they were friendly, and several times asked me to land, but I refused.

On the 18th October I left Haffoon and proceeded to Maculla, where we arrived on the 23rd, having on the way boarded several dhows without being able to gain any intelligence of the two boats under the command of Sub-Lieutenant Fountaine, but I have information of the two other boats which are detached from this ship, and I have not picked them up in consequence of being in search of the other two. They were safe at Zanzibar on the 3rd October, and as that was the place appointed for the ship to meet them, I feel no anxiety concerning them.

At Maculla we found Her Majesty's ship "Semiramis," I.N.; she had arrived a few hours before, having on board Captain Playfair, Assistant Political Resident at Aden, who had been sent to inquire into a report that had reached Aden that two European boats' crews had been massacred on the African coast. The rumour was, that they were an English man-of-war's boats, and had been led north in chase of two slave-dhows, which had escaped them, and afterwards conveyed the news of the massacre to Maculla (where they had landed their slaves), from whence it had reached Aden.

There could be little or no doubt that the boats referred to in this rumour were the same as I was in search of.

As the massacre was reported to have taken place in the territory of the Somalis, Captain Playfair decided to proceed to Bunder Muriyah (the nearest place on the coast to the residence of the Somali Sultan) and Captain Adams, of Her Majesty's ship "Semiramis," I.N., having offered to take the "Penguin" in tow, so as to economize coal, that evening we left in tow of "Semiramis," and anchored at Bunder Muriyah, on the morning of the 25th of October. A letter was immediately dispatched to the Sultan, requesting his attendance as early as possible. It was found that it would take at least four days for the letter to reach the Sultan, and the same number for him afterwards to comply with the request, so Captain Playfair decided to visit the scene of the massacre in the "Semiramis;" it was not intended to take any measures to seek retribution until after the interview with the Sultan, so it was unnecessary that the "Penguin" should accompany: therefore, having securely moored her, I availed myself of an invitation from Captain Adams to take passage in the "Semiramis."

We anchored off Bareda on the afternoon of the 26th, and remained until noon of the 27th, when we proceeded to Allooia, for the purpose of communicating with Salek Mahommed (the man referred to in Inclosure 4); he was not at Allooia on our arrival, but was sent for, and arrived on the morning of the 29th, and his evidence having been taken, we returned to Bunder Muriyah.

For the information gained at Bareda and Allooia, I have the honour to refer you to Inclosures 3 and 4.

On the 3rd November, the Sultan arrived at Bunder Muriyah; a tent was pitched on shore, in which Captain Playfair received him, and demanded the following reparation for the massacre:—

1. That he should deliver up as many of the murderers as possible.

2. That he, the Sultan, and the elders of the tribe, should come on the quarter-deck of the "Semiramis," and there express their sorrow, and ask for pardon from the British Government for the foul massacre that had been perpetrated by some of his subjects.

3. That all the arms, and what plundered property could be found, should be delivered up.

He agreed to these demands, after demurring a little at the second. He required ten days to catch the murderers, which was granted, as he assured us he could not do it in less.

On the 10th November we came to this anchorage, in tow of the "Semiramis," and to-day, the ten days having expired, I landed with Captain Playfair and met the Sultan. He had only eight of the murderers to deliver up, and two rifles, one cutlass, and one pistol. The Sultan stated that only fifteen Somalis were present at the massacre; that three of those were killed by our men, two had escaped from the coast in boats or dhows, two were still at liberty somewhere in the hills—he had not yet been able to catch them; he was ready to take his oath that he believed only fifteen Somalis were any way concerned in the massacre—that there were not

more even present. After some talking, Captain Playfair told the Sultan that he had come to keep peace, not in the capacity of a soldier, and that he must abide by his first demands; and it was now necessary for him to consult with Captain Adams, and therefore the Sultan was requested to send one of his party on board with us to learn the ultimatum, which he did.

The terms were soon decided on, which were the following: the Sultan should cause the eight murderers that he had in custody to be executed on the beach, in sight of the ships; the ships should then leave for thirty days (as he said our being present was a hindrance to his catching them), and at the end of that time one or both would return and demand from him at least twelve more of the murderers; if they were not immediately delivered up, all his towns would be destroyed. The Sultan requested six weeks instead of thirty days, which was granted him.

At sunset this evening the eight were executed; six boats from the "Semiramis" and one from this ship, manned and armed, being present. Haji Awadth (the man referred to in Inclosure 4) was one of the eight; just before he was executed, I asked him how many Somalis were present at the massacre; he said only ten. By reference to Inclosure 4, it will be seen that Mahmood Baleooz says he told him between eighty or ninety.

It is quite impossible to arrive at anything like a true account, but to believe that fifteen Englishmen, armed as these boats' crews were, could have ever been murdered by anything like an equal number of Somalis is out of the question; but as the Sultan has shown himself really in earnest by executing these eight, I think it reasonable to allow him the time he has asked for to catch the others. Captain Adams is of the same opinion, but had the Sultan refused to execute these eight, or to accept the ultimatum, he was quite prepared in that case, provided Captain Playfair turned the duty over to him, to have taken upon himself the responsibility of immediately making an example, by blowing all his towns down, and then blockading the coast until instructions were received from Government.

My orders from Captain Gardner direct me to rendezvous at Johanna on the 25th December, and Mozambique on the 1st of January, having previously spent three weeks at Seychelles. If I comply with these orders, I cannot be up here when the time allowed in the ultimatum expires; but as I feel confident Government will direct the demands made to be strictly enforced, it is my present intention to proceed immediately to Zanzibar to pick up the boats and the crews which are there, and then, in the event of not being able to communicate with any senior officer, to make the best of my way to Aden to coal, as I shall be obliged to use steam to come up against the monsoon. At Aden I shall place myself under the orders of Captain Adams, I.N., Senior Naval Officer at Aden, of course using all dispatch to get back to the station the moment the demands are complied with, or, in the event of the Sultan failing to comply, the instant the towns are destroyed. I trust that these steps, which I have decided to take upon my own responsibility, may meet with your approval, as at Aden I shall be able to obtain fresh arms and stores, even if her presence should not be required to obtain the reparation demanded.

Captain Adams has supplied me with a cutter, coals, and such other stores as the ship was in need of.

I forward a copy of this letter, with its inclosures, to the Secretary of the Admiralty, by the "Semiramis," and shall address three to you, one directed to the West Coast, another to England via Marseilles, to be forwarded by Cape mail, and the third via Mauritius.

I have, &c.

(Signed) J. G. G. Mc HARDY.

Inclosure 2 in No. 135.

Lieutenant-Commander Mc Hardy to Captain Adams.

Sir,

"Semiramis," off Bareda, October 27, 1862.

HAVING by your orders landed in command of the party dispatched from Her Majesty's ship "Semiramis," to search for evidence of the massacre of the boats' crews of Her Majesty's steam gun-vessel "Penguin," I have the honour to make the following Report.

On landing yesterday afternoon we separated a short distance, and traversed the beach, hoping to find some of the bodies. We soon had proof, by finding some remnants of the unfortunate men's clothing, that we were at the place of the massacre; that numbers of huts had been recently removed was apparent by the remains of fires and fresh goat's dung.

Captain Playfair accompanied us on shore, with the old Somali that, at his request, you brought from Bunder Muriyah. Soon after we came across the first traces of our murdered countrymen, I observed this old Somali making off. Lieutenant Moreland called to him to stop: as he did not comply, I ran after and stopped him, and put him in charge of the interpreter (Juma). Following this Somali separated me a little from the more advanced of our party. When I came up with them I learnt that a piece of our cutter had been found burning close to a small hut, which Captain Playfair immediately set fire to.

One of your men, who had searched farther from the beach than the rest, informed us that he had seen two huts, and a Somali run out of one of them. On receiving this information, Lieutenant Moreland and myself expressed our opinion to Captain Playfair that it was imperative they should be burnt. As we had already fired one, he agreed, and we proceeded to the spot where the man stated he had seen them, and there we found five wretched huts, all containing some of the property of the murdered men, or gear of the boat. Amongst the things found were a small pair of parallel rulers and a small camel's hair pencil that had belonged to Sub-Lieutenant Fountaine, which had certainly not been in the water. This proves that the boat was not capsized in the surf, as some of the Somalis have stated.

We set fire to the five huts, and then returned on board, as it was dark. On our way to the boats the old Somali again tried to get away from us.

This morning by your orders I landed with the same party, with the exception of Captain Playfair, who did not accompany us, to make further search for the bodies. We came across three more wretched huts about two miles inland, which we burnt. They all contained something that had belonged to our boats.

Just after setting fire to these huts, a Somali was observed a few hundred yards ahead. We gave chase, and shortly afterwards heard the report of a musket or rifle—I think it was the latter. We proceeded in the direction of the sound, which was the same as the Somali had taken, until we observed fifteen Somalis on top of the hill on one side of a deep ravine, while we were about half way up the hill on the other side of the ravine. They were unfortunately not within range of our muskets, and to have attempted to reach them over such ground as it was would have been madness; therefore I directed your Somali interpreter to advance alone,

and to hail them to observe that he was alone and intending no harm, merely wishing to speak with them. He accordingly advanced, and shouted to them until a conversation was opened. I then joined your interpreter, and told him to make known to the Somalis that if one of them would come down and point out the bodies, his safety was guaranteed. He could not induce any one to approach, therefore he went himself, and joined their party of fifteen.

After waiting some time, being disappointed in the hope that a Soumali would come down, I approached them to within a few yards, and, with the assistance of the interpreter, tried to persuade one to come and point out the bodies, and give an account of the massacre, but did not succeed.

The interpreter told me that there were seventy Somalis on the hill, although I only saw fifteen; he also stated that there were a much larger number just the other side of the hill.

All endeavours to induce one of the Somalis to trust himself with us failed, and I reluctantly ordered a return to the beach, which was obeyed, but clearly only from the force of discipline, for it was very apparent that it was with a heavy heart that every man left the murderers of his countrymen unscathed; but we stood at such a very great disadvantage owing to the nature of the ground, that an attack would certainly have been unsuccessful.

From the information gained by Baleooz, it appears that the bodies of those murdered men who were not drowned were burned; we, therefore, returned on board, thinking any further search would be useless.

I do not detail the information gained by the interpreters, as immediately on our arrival on board their statements were taken down by Captain Playfair, and he will doubtless furnish you with a copy.

I have, &c.

(Signed) J. G. G. McHARDY.

Inclosure 3 in No. 135.

Evidence taken by Captain Playfair.

Information obtained by Mahmood Baleooz, at the Scene of the Massacre of the Cutter's Crew of Her Majesty's ship "Penguin," on the African Coast, at Bareda, fifteen miles west of Ras Asseer.

MAHMOOD BALEOOZ states:—

Of the people I saw on shore this morning, one named Haji Awadth, of the Soba Karone branch of the Mijerteyn tribe, admitted that he had been present at the massacre of the European seamen; the others said they had not been present at the time, but had lately come to Bareda.

Haji Awadth said that one month and twenty-five days ago, a boat arrived in the middle of the bay, one day about sunset, and asked the Somalis, of whom twenty-five or thirty were present, for water and sheep. The Somalis pointed out another place where there was water; and leaving one their number with the Europeans told them by signs to take the boat there: the boat anchored all that night there, and the next morning the Somalis dug a well, filled their breakers with water, and sent people to the hills for sheep. On their return, the Somalis sent the sheep on board the boat, and three of them also went on board and asked for the price of the water and sheep. When they got into the boat, the English, perhaps, thinking that some treachery was intended, took up their swords; the Somalis getting frightened attempted to jump into the sea; two succeeded, but the third fell down in the bottom of the boat, and a sailor wounded him in the arm with a sword. The boat was anchored, and also tied to a piece of wood stuck into the sand. When this occurrence took place, the sailors tried to get up the anchor, but at the same time the Somalis caught hold of the rope tied to the shore, and begun to pull the boat on the beach, which they succeeded in doing. As soon as the boat touched, seven men jumped into the sea, and the others took their arms in their hands. Whichever way those in the sea tried to reach the land, the Somalis prevented them; this continued so long that they were drowned.

The sailors in the boat defended themselves for a long time, and wounded ten or fifteen people; one they killed, and a second died of his wounds in a few days.

By this time eighty or ninety Somalis had collected, and the defenders of the boat were killed with spears cast at them from the shore; one man escaped, and was found by a Somali, who said he would not kill him, but took him into the interior a little way, to the village which we burnt last night. At last he sent this prisoner with a Somali to Allooda; it was too hot to travel by day, so they did so by night. On the road two Somalis met him; thrashed the Somali who was with him, and killed the sailor.

The name of the man who saved the sailor is Salek Mahommed, of Allooda.

When the Haji told me this, I told him to come and see Captain Playfair, but he refused. I then asked him what had become of the bodies; he replied that he could not say for certain, as the next time he visited the scene he saw no corpses; he thought that after the boat had been drawn up on the beach, and pillaged of all it contained, the bodies were burnt in it.

My informant distinctly told me that, with the exception of the man who was saved by Salek, none were killed on shore; those who were prevented from landing were drowned, and the others speared in the boat.

The Haji told me that they did not hear of what had taken place at Haffoon, or wherever the first boat was lost, until after this occurrence.

I asked the Somalis whom we met this morning, how many men were in the boat. One man replied ten, but Haji Awadth, said, "What is the use of telling lies? there were fifteen."

Before me, this 27th October, 1862.

(Signed) R. L. PLAYFAIR.

Information of Ismail Ladak Somar, an inhabitant of Kutch, residing at Allooda, who saith:—

I have been here six months. Of my own knowledge I know nothing of this massacre, but the Somalis talk freely of it, and the following is what I have heard:—

It is said that two boats put into Ras Maäber, on the coast below Haffoon, for water; whether the inhabitants gave it or not I cannot say, but the boats opened fire on the people, and the Somalis ran away.

One boat remained at anchor some distance from the beach, while the smaller one went close in and asked for water; the well was some little distance inland. On landing, the crew met one or two Somalis, of whom they asked the way; the latter demanded money, which the sailors promised to give. After they had walked some distance the sailors, seeing no signs of the well, threatened their guides; in the meanwhile a larger number of

Somalis came to the spot, and a fight ensued. One of the sailors struck a man with his sword, and then, all taking to flight, abandoned their boat and swam off to the larger one. On this the Somalis pulled the small one high and dry on the beach. It is said that a Somali was killed.

We did not hear of this affair until after the massacre at Bareda.

Again, on the 23rd of Nowroz (26th of September), the larger boat with fifteen men arrived on this coast at a spot called Bareda; I cannot say at what hour. They asked for water, using the Sowahili term "magee." The Somalis told them to come, and they would point out a well. They brought five breakers on shore, and were allowed to fill them; when they had put three on board, the Somalis asked for money; they promised to comply with this request, and the other two were put on board. Three Somalis then went on board and demanded the money; the sailors refused to give any; one of them then, pointing to his penis, said they might have that.

All the sailors then taking up their arms, ordered the Somalis to leave. One of the Somalis was wounded with a sword, and a struggle ensued. Five sailors were killed in the boat which was on shore, and three Somalis fell; the rest pulled the boat right up on the beach.

The boat was anchored at one end, and a rope was made fast to the shore from the other; and it was by this rope that she was pulled up on the beach.

Ten of the sailors on this jumped into the sea, and of these one swam to a cape to the east and got ashore; the other nine were drowned. A man named Salek Mahommed, of Allooda, met this man, protected him, and promised to send him to me.

Near that place was a Soorie boat from Zanzibar. Salek asked the nacoda to take the sailor to Allooda for 10 dollars to be paid by me; the Soorie refused. Salek then entrusted him to three Somalis for the purpose; they conducted him by a road some little distance from the beach, and there meeting with some of the same people who had massacred the sailors, they killed the last survivor, and beat off the men who had charge of him.

This was three days after the massacre.

Before me, this 27th October, 1862.

(Signed) R. L. PLAYFAIR.

Information of Salek Mahommed, of the village of Allooda, who saith:—

When the massacre took place I was living at Asseer, cutting wood. One day—I cannot specify the date—I went down to the beach for the purpose of returning to Allooda for a few days; there I met a bugalow, which had come from Zanzibar. I knew the nacoda, and he asked me to get him some water; I replied that I would cause him to be supplied. He remained there all night.

Next morning a Somali arrived with news that a boat with a European crew had arrived at Bareda, and a fight had taken place between them and the Somalis.

I inquired particularly if it was a ship or a boat, and learnt that it was a boat containing fifteen men, and that some had been killed and others drowned.

When I heard this news I remained that night at Asseer, as did the nacoda. In the middle of the night a European and two natives entered the village, and the latter declared that they wanted to sell or hold to ransom the former to the nacoda of the bugalow. I advised him to satisfy the Somalis, and take the Englishman with him, as he would profit by the transaction. He refused to have a British sailor on board his boat, saying that if such a person were on board he would not stay in his company.

I had intended going to Allooda in this boat; but when I found that both the nacoda and his crew refused to receive the sailor on board, I would not accompany them. I agreed with the Bedouins that the man should be given up to me for 10 dollars.

At last, owing to the repeated solicitations of the nacoda that I should accompany him to point out a watering-place, I agreed to do so, and entrusted the European to four Somalis after having had him washed, and his feet, which were much cut by walking bare-footed, dressed and bandaged; I also gave him food and clothing. He remained a day at Asseer to rest, and on the following day he set out by land with four Somalis for Allooda.

On the way four men of the party which had massacred the others met the European, and beating off the men whom I had sent, took him prisoner. In a very short time as many as forty arrived at the spot, and killed the European with swords and spears. This must have been four or five days after the massacre.

The European was about my height, with dark brown hair; no hair on his face. He had no shoes on, nor any clothing except a short pair of trousers reaching from the waist to the knee; these were black. His age appeared to be from 20 to 22 years.

The name of the nacoda was Mahommed bin Seroor. I do not know the name of the budeen, but it belonged to the Island of Maseerah; it was laden with slaves and grain from Zanzibar to Maculla. It was more the fault of the sailors than the nacoda that the man was not received on board; if the former had consented, the latter would not have objected.

On the day that I heard the news of the massacre, but before the European reached Asseer, we saw a steamer which appeared to be going towards Aden.

Before me, this 29th day of October, 1862.

(Signed) R. L. PLAYFAIR.

Inclosure 4 in No. 135.

Orders addressed to Sub-Lieutenant Fountains.

Memo.

"Penguin," off Cuama, September 1, 1862.

YOU will take command of the port-cutter and whaler, and proceed to watch the coast for the suppression of the Slave Trade between Kwyhoo Island and Juba River.

2. I expect to be at Port Durnford by the 14th of September, so after that date I wish you to call there every third day.

3. In the event of your making seizure of vessels or dhows with slaves in, you will detain them at Port Durnford until my arrival.

4. If you find any dhows deserted having in them clear and incontestable evidence of having been recently employed in the Slave Trade, you will burn them, after taking careful measurement, and bring away with you such things as stamp their calling to be that of a slaver.

(Signed) J. G. G. McHARDY, Lieutenant Commanding.

Inclosure 5 in No. 135.

Standing Orders to Officers on Detached Boat Service.

TO preserve the health of the minds and bodies of your crews is to be your first consideration ; to obtain this all-important object, it is necessary that the spirit of the following instructions be carefully acted up to :—

1. Directly rain-awnings are furled in the morning, every man to be seen take a dose of quinine.
2. Unless some very good reason for the contrary, breakfast and tea to be cooked regularly morning and evening, no matter under what difficulties, as it is most essential to the health of Englishmen that they should have a warm beverage morning and evening, more particularly in this climate : without this being attended to you will very soon have discontent, for good living is as necessary for preserving the health of the mind as the body.
3. The men are to wash themselves, clean the boat out, and shift into day clothing every morning after breakfast.
4. Rain-awnings to be spread during rain, and immediately after sunset, when the service will permit.
5. In wet weather blanket clothing to be worn, every favourable opportunity being taken to dry and air the same, and when it has been necessary to expose the crews to the wet I recommend a small quantity of spirits (about a quarter of a gill) being served out.
6. You will never, if possibly to be avoided, anchor in the rivers for the night, but outside. If obliged to remain in a river during the night, you will, if possible, anchor off a sandy spit, or in the widest place you can find, and as near the centre as possible.
7. You will discourage growling and squabbling, and encourage singing; or any innocent amusements that you can devise to relieve the monotony of boat-cruizing.
8. Any man misconducting himself while on detached service will incur my displeasure to a far greater extent than if the same misconduct took place on board the ship ; while, on the other hand, any man recommended to my notice for a cheerful and zealous performance of his duty while detached, thereby tending to lighten the responsible and arduous duties of the officer in charge, may feel certain that I shall avail myself of the first opportunity that may occur to show my approbation.
8. I rely with confidence upon your zeal in carrying out these instructions, for upon your exertions mainly depend the health of the crews, and, therefore, efficiency of the ship.

(Signed) J. G. G. Mc HARDY, *Lieutenant Commanding.*

Inclosure 6 in No. 135.

List of "Penguin's" Boats' Crews, showing how they were Armed when they left the Ship on the 1st September, 1862.

Cutter.—Armed with 12-pounder rocket-tube. Containing Sub-Lieutenant Fountaine, armed with sword ; William M'tchell, Quartermaster, with cutlass and revolver ; John Kemp, A. B., with cutlass and revolver ; John Pratt, A. B., with cutlass and revolver ; James Watson, A. B., with rifle and sword-bayonet ; Henry Stole, A. B., with rifle and sword-bayonet ; Charles Kennedy, ordinary, with rifle and sword-bayonet ; John Childs, 1st class boy, with rifle and sword bayonet ; George Horton, private, Royal Marines, with rifle and bayonet ; Charles Foley, private, Royal Marines, with rifle and bayonet.

Whaler.—Containing John Carpenter, gunner's mate, armed with cutlass and revolver ; William H. Williams, A. B., with rifle and sword-bayonet ; Martin Foley, A. B., with rifle and sword-bayonet ; Richard Heath, A. B., with cutlass and revolver ; Arthur Mathews, ordinary, with cutlass and revolver.

(Signed) J. G. G. Mc HARDY, *Lieutenant Commanding.*

List of Provisions in the "Penguin's" Boats when they left the Ship on the 1st of September, 1862:

Water, 54 gallons ; biscuit, 253 lbs. ; peas, none ; pork, 102 lbs. ; spirits, 5 gallons and 15 gills ; sugar, 46½ lbs. ; chocolate, 20 lbs. 10 oz. ; tea, 5 lbs. 2 oz. ; lemon juice, 5 lbs. 2 oz.
Government money 10l.

(Signed) J. G. G. Mc HARDY, *Lieutenant Commanding.*

NORTH AMERICA AND WEST INDIA STATION.

No. 136.

Vice-Admiral Sir A. Milne to the Secretary to the Admiralty.

Sir,

“Nile,” at Bermuda, March 8, 1862.

I BEG to transmit, for their Lordships' information, a despatch from Captain Hillyar, of Her Majesty's ship “Cadmus,” dated the 10th ultimo, and its inclosure, giving details of his having captured, on strong suspicion of being engaged in the Slave Trade, a brig named the “Laura,” under British colours, and with a provisional British registry from Her Britannic Majesty's Consul-General at Havana.

2. Captain Hillyar subsequently reports to me, under date of the 17th ultimo, that on Wednesday, the 12th instant, the “captain, officers, and crew of the brig ‘Laura’ were convicted before the Magistrate, Mr. Black, of having been engaged in the Slave Trade, and removed to prison (bail refused), for trial at the Court to be held on the 4th March, 1862, and that myself and several other witnesses are bound over, with the penalty of 50*l.* each, to prosecute the said captain and crew in the name of Her Majesty on the 4th proximo.

I have, &c.

(Signed) ALEX. MILNE.

Inclosure 1 in No. 136.

Captain Hillyar to Rear-Admiral Sir A. Milne.

Sir,

“Cadmus,” St. John's, Antigua, February 10, 1862.

I HAVE the honour to inclose for your information copies of an affidavit concerning the capture of the brig “Laura,” which will give you every information respecting her.

Owing to her bad sailing on a wind, and to prevent detention, I got up steam on the afternoon of the 22nd January, and took her in tow, arriving at English Harbour, Antigua, on the morning of the 24th, when the cargo was cleared alongside dockyard for a general and efficient search being made as to its description.

I immediately reported her arrival to the Governor, and commenced proceedings against her and crew in the Court at St. John's. Up to this date they have been daily engaged at the Police Court, lodging criminal proceedings against the captain, officers, and crew for felony. The vessel and crew were placed in the Vice-Admiralty Prize Court the 7th February.

On the 3rd instant, the wind being variable and light, I got up steam in two boilers, and with the brig in tow proceeded to St. John's, where she was placed in charge of the Marshal of the Admiralty Court, one officer and four seamen remaining on board. Her sailing under the British colours will, I fear, make it a long and serious business, as the crew are at present confined in jail awaiting their trial.

If I can possibly get away, it is my intention to proceed to St. Thomas, for the purpose of getting more information concerning her, and of procuring provisions, which are not procurable at this port

I have, &c.

(Signed) H. S. HILLYAR.

Inclosure 2 in No. 136.

Affidavit of Captain Hillyar.

In the Vice-Admiralty Court.

Our Sovereign Lady the Queen against the ship or vessel called the “Laura,” whereof Nicolas Dionissis was Master, her tackle, apparel, and furniture, stores, goods, wares, and merchandize seized by Henry Schank Hillyar, Esq., C.B., Captain of Her Majesty's ship “Cadmus.”

APPEARED personally Henry Schank Hillyar, Esq., C.B., Commander of Her Majesty's ship “Cadmus,” and made oath:—

That on Tuesday the 7th day of January instant he arrived with the said ship “Cadmus” at the Danish Island of St. Thomas, and on his landing at said Island of St. Thomas, he was met by Her Britannic Majesty's Consul, R. B. Lamb, at St. Thomas, who gave his deponent a letter which had been addressed by Joseph T. Crawford, Esq., Her Britannic Majesty's Consul-General at the Havana, in the Island of Cuba, to him, the said R. B. Lamb, a copy of which said letter, and under the Consular seal of the Island of St. Thomas, is hereunto

annexed, and marked with the letter A, and that the said R. B. Lamb pointed out to this deponent the said brig "*Laura*," which was lying in the harbour of St. Thomas, at a short distance from Her Majesty's said ship "*Cadmus*," and as a vessel preparing and fitting out for a Slave Trade adventure; whereupon this deponent gave orders that the strictest watch should be kept upon the said brig, and that on the stern of the said brig, in painting, only the name "*Laura*," without the name of her port of registry or any other port being added thereto.

2. And he further made oath that the said brig took in and shipped large quantities, about 100 tons of goods and stores, at the said Island of St. Thomas, as will appear by the list of such goods and stores, hereunto annexed, and numbered 1, 2, 3, 4, 5, as being five of the documents or papers delivered up relative to said brig.

3. And he further made oath that the said brig got under way and sailed out of said harbour of St. Thomas at about half-past 6 o'clock on the morning of the 20th day of January instant, under British colours, and steered away on the port tack, the wind blowing at that time easterly, and that at about 10 o'clock on the morning of the same day this deponent, thinking that the said brig had got fairly to sea, and that he could cut her off and capture her before she could get into waters which would afford protection to her, weighed under all steam out of the said harbour of St. Thomas, and as soon as he got outside the harbour, made all plain sail, the wind still being easterly, and the direction taken by him, this deponent, being south-east, and within a very short time after clearing the small islands in the neighbourhood of St. Thomas, this deponent caught sight of the said brig standing away and steering about south-east, she being at that time about eight or ten miles from Her Majesty's said ship "*Cadmus*," and immediately upon catching sight of the said brig, this deponent gave chase to her, and that during the time that this deponent was chasing her, he noticed that twice the said brig altered her course as if for the purpose of increasing the brig's speed and nearing the Island of St. Croix, and thereby obtaining the protection of the waters of that island, there having been no change of wind which rendered necessary such alteration of the said brig's course, and that as often as the said brig altered her course, this deponent altered the course of Her Majesty's said ship "*Cadmus*," for the purpose of nearing the said brig, and that the said brig, seeing that Her Majesty's said ship "*Cadmus*" was nearing her very fast, either tacked or wore and stood on the starboard tack; and upon closing the said brig, this deponent fired a blank gun to leeward, upon which the said brig's mainsail was hauled up, and this deponent tacked, hailing the said brig, and at the same time directing the captain of the said brig to shorten sail and heave to, and this deponent told the captain of the said brig that an officer of Her Majesty's said ship "*Cadmus*" would be sent to board the said brig.

4. And he further made oath that Neale Dottin Fonnereau Lillingston, Esq., the First Lieutenant of Her Majesty's said ship "*Cadmus*," received his orders from this deponent to board the said brig, examine her papers, and to report upon her papers and cargo, which the said Neale Dottin Fonnereau Lillingston accordingly did, and a true copy of his report is hereunto annexed, marked with the letter B, and which report this deponent verily believes to be correct.

5. And he further made oath that the said brig had on board a certain amount of scantling and planks, which are of the length and description used for the purpose of fitting and preparing a spare or slave-deck, there being no account among the papers of said brig of such scantling or planks being on board thereof, and the captain of the said brig having no manifest of such scantling and planks as cargo shipped on board the said brig, the same having been shipped at St. Thomas, and that on a list of his goods and cargo being demanded from the captain of the said brig he made out such list and handed it to the First Lieutenant, Neale Dottin Fonnereau Lillingston, and is hereto annexed as one of the writings and documents delivered up relative to the said ship, and numbered.

6. And he further made oath that there was found on board the said brig a certain quantity of fire-bricks and other bricks, such as he verily believes are commonly laid on the deck of vessels engaged in the African Slave Trade for the purpose of laying thereon the fire-places and fires at and by which the food for the slaves is cooked, and that there was also found on board the said brig certain iron bars which, with a common fish-kettle, would afford and be the means of cooking the food of slaves.

7. And he further made oath that the said brig has on board three wooden tanks, each containing 600 gallons of water, and two more tanks of the same size in pieces, and ready to be set up for use, and nine casks, containing, on an average, 240 gallons of water each, the said brig thereby having water, and means of carrying water, ready at hand for immediate use to the extent of about 20 tons of water, which this deponent considers to be a far larger quantity of water than is required and usually carried on a legal and ordinary voyage by a merchantman.

8. And he further made oath that on board the said brig were found 42 horns such as this deponent has been informed, and verily believes, are generally employed and used on board vessels engaged in the Slave Trade for the purpose of handing round water to the slaves.

9. And he further made oath that on board the said brig "*Laura*" were found 121 pipes of rum, and 200 barrels of rum, 1 box containing 10,000 cigars, 100 barrels of salt, which this deponent hath been informed, and verily believes, are staple articles of commerce for sale on the coast of Africa, and commonly and generally given as barter in the purchase of slaves on the said coast of Africa.

10. And he further made oath, that the said Nicolas Dionissis, the Captain of the said brig "*Laura*" (as this deponent hath been informed; and verily believes), said to the said First Lieutenant, Neale Dottin Fonnereau Lillingston, in the presence of Alexander McKeachie, a midshipman of Her Majesty's said ship "*Cadmus*," that if he did not succeed in selling his cargo at the Swedish Island of St. Bartholomew, to which he was bound from St. Thomas, he should go on to St. Helena; and on being asked by the said Neale Dottin Fonnereau Lillingston if he, the said Nicolas Dionissis, supposed that he would find a market for the things he had on board the said brig at St. Helena, he, the said Nicolas Dionissis, then said in the presence of James Tugwell, a seaman on board Her Majesty's said ship "*Cadmus*," that he was not certain of going to St. Helena, he might go to Port of Spain, of the Island of Trinidad, and, in fact, the goods on board were shipped on speculation, and that he, the said Nicolas Dionissis, was looking for a market.

11. And he further made oath, that there was on board the said brig an American "jack," and that this deponent hath been informed, and verily believes, that the said Nicolas Dionissis told the said Neale Dottin Fonnereau Lillingston that he had also on board an American ensign, which has not, however, been since found; and that he hath been informed, and verily believes, that the said brig was purchased at Havana by her present Captain and owner, who this deponent hath been informed, and verily believes, has never before sailed under English colours, and that the reason of the said Nicolas Dionissis availing himself of an opportunity of sailing under English colours, was for the purpose of thereby obtaining protection from capture by the men-of-war of the Federal States of North America, the said brig being originally a New Orleans vessel, and thus being of and belonging to a port of the Confederate States of South America, and then liable to capture by a man-of-war of the Northern Federal States, in consequence of the war now being carried on between the said Federal and Confederate States.

12. And he further made oath, that the agreement for service made by the seamen engaged on board the said brig, as shown by the writing or document delivered up as relative to the said ship, and hereto annexed, and marked with the letter , is not such as this deponent hath been informed is legal and usual, there not being specified in such agreement for what particular voyage or for what space of time the said seamen are to serve on board the said brig "Laura," and that on the said brig "Laura" being seized by this deponent, there were found on board of her two men more than the number mentioned in the muster-roll subjoined to the said agreement of the seamen to serve on board the said brig, and whose names are not mentioned in the said muster-roll, as this deponent can discover.

13. And he further made oath, that the said brig is built and fitted up in the most finished and expensive style, and wholly unsuited to trading among the islands, and that the whole of the said brig's cargo and general equipment is suitable and usual in vessels engaged in the African Slave Trade, and that the rate of wages payable to the cook and steward especially, and to the crew of the said brig, as appears from the said brig's articles, is extravagantly high, and much above the rate of wages in the legal mercantile marine.

14. And he further made oath, that it appears from the report annexed hereto, and marked E, made to him by the carpenter of the said "Cadmus," and which report he verily believes to be correct, that the scantling and planks and boards found on board said brig corresponds in quantity and length to length and breadth of said brig, and of the area of her holds and her requirements for a second or slave deck, and that the crew of the said brig slept on deck in bunks fitted up for the purpose, and not in the fore-castle as is usual in merchant-vessels, thus having more room for a second or slave deck; and that there was on board said brig a large supply of new canvass, and that this would answer instead of matting for slaves to sit upon, and several hundred of empty demijohns, which could be used for landing the rum on board, thus leaving the casks and barrels containing that rum available for water.

15. And he further made oath, that the hatches of the said brig are not divided into two parts or portions, as is usually the case on board ordinary merchant-vessels engaged on a legal Traffic, but that the main hatchway is covered in by means of four divisions or pieces, thereby affording the Captain an opportunity of removing one of such pieces for the purpose of admitting air to the hold or lower deck of the said brig, without having too great an opening, which this deponent hath been informed, and verily believes, would be one of the methods adopted for ventilating the deck or space on or in which would be placed and confined the slaves.

16. And he further made oath, that among the papers delivered up by the said Captain of said brig, annexed hereto as delivered up, is the Provisional Registry (marked F) of said brig, under the seal of Her Britannic Majesty's Consul-General for the Island of Cuba, and the declaration of ownership annexed thereto, whereby it appears that the said brig is registered as a British vessel; and the said Dionissis declared himself a British subject and sole owner and master of said vessel.

17. And he further made oath, that among the papers delivered up by the said Captain of the said brig is the papers or clearance from St. Thomas, annexed hereto, as delivered up and marked with the letter ; and that it appears from said clearance that the said brig left St. Thomas laden with provisions and salt for the Island of St. Bartholomew; and that no mention is made in said clearance of the various other articles hereinbefore as mentioned; that upon the seizure of the said brig the hatches were fastened down according to the regulations of the service, and the hold thereby rendered secure and inaccessible as was supposed, and that the Captain of the said brig and his officers were allowed to remain on board, and use his cabin; but that lately a private and unsuspected communication through a sliding or panel door was discovered, between the Captain's cabin in said brig and that part of said brig which in slave-vessels fitted up with a lower or slave deck forms the compartment in which the female slaves are confined, and that such a communication is usual and customary in slave-vessels, and made for the purpose of enabling the Captains of slaves to be familiar with such of the female slaves as they may fancy; but that such a communication between the Captain's cabin and the hold is unknown in vessels of the legal mercantile marine, and that through this private mode of communication the Captain of the said brig has had access to the hold thereof, and an easy mode of destroying evidence which might contribute materially to the condemnation of the said brig as a slaver.

18. And he further made oath, that there was also found on board said brig a very large and undue supply of firewood; and that all the papers and documents delivered up by the said Captain of the said brig are annexed hereto as delivered up, and among the rest one, marked G, purporting to be a receipt for 4,500 dollars, as the purchase money of the said brig, then bearing the name of "Ida Raynes," and dated Havana, October 1861, but that such sum is much too small to represent the value of the said brig.

19. And he further made oath, that annexed hereto, and marked with the letter H, as one of the papers and documents delivered up, is the log-book of the said brig, which commences with the departure of the said brig from the port of Havana on the 2nd of December last, 1861, and ends with the 25th of January, 1862, but that said log-book contains no mention of any cargo shipped there at Havana, or at St. Thomas; and that from the 1st day of January instant, on which, as appears from said log, the said brig arrived at St. Thomas, to the 26th day of January instant, when said brig left St. Thomas, the said log is a blank, contrary to the customary and usual mode of keeping log on board a merchant-vessel.

20. And he further made oath, that there are two hatchways on the said brig's deck; one of these is new, very recently cut, and was not built in said ship, and quite unsuited to the purposes of loading and unloading cargo, a large ship's beam traversing the centre of said hatchway; and said new hatchway is covered with a companion-hatch fitted with sliding-doors, and which would enable, and was intended to permit, the said hatchway to be kept open for ventilation in the heaviest sea, and thereby superseding the necessity for gratings being declared by law, as this deponent is advised and believes, *prima facie* evidence of the vessel in which they are used, being fitted for being employed in the African Slave Trade; and that the said vessel being manifestly fitted and equipped for being employed in the African Slave Trade, and her cargo, provisions, and supplies having been shipped for and suited to such employment contrary to the laws enacted for and relating to the abolition of the Slave Trade, this deponent, the Captain of Her Majesty's said ship "Cadmus," did thereupon seize the vessel and cargo, being authorized by his Commission in Her Majesty's navy so to do, as liable to forfeiture to Her Majesty, and brought the same into the port of English Harbour in this island.

21. And he further made oath, that the papers, writings, and documents, hereunto annexed and marked with the respective letters and numbers hereinbefore mentioned are the whole of the papers, writings, and documents which were found on board or delivered up, relative to the said ship or cargo, and that they are in the same plight and condition as when received by this deponent, saving the numbering and lettering thereof, without any addition or subduction whatsoever.

22. And lastly this deponent made oath, that it appears by the said ship's papers that the said Nicolas Dionissis, the Captain of the said brig, is the sole owner of said ship and cargo.

On the 26th day of , 1862, the said Henry Schank Hillyar was sworn to the truth of this affidavit.

No. 137.

Vice-Admiral Sir A. Milne to the Secretary to the Admiralty.

(Extract.)

March 24, 1862.

CAPTAIN HILLYAR, of the "Cadmus," under date the 12th instant, informs me, in regard to the case of the "Laura," that on the 5th instant criminal proceedings were proceeded with (at Antigua) against the captain, officers, and crew of the brig "Laura," before the Grand Jury, who found a true bill against them for felony.

Proceedings are still going on in the Vice-Admiralty Court, which at the present very slow rate it is impossible to know when they will terminate. This day we have commenced to discharge the perishable cargo of the "Laura," in pursuance of an order given by the Judge.

I beg to inclose a copy of a letter I sent to the Attorney-General in consequence of the delay.

Trusting my proceedings will meet with your approval, &c.

Inclosure in No. 137.

Captain Hillyar to the Attorney-General, Antigua.

Sir,

"Cadmus," St. John's, March 8, 1862.

I HAVE the honour to report to you, as Her Majesty's Attorney-General, the very great and serious inconvenience which occurs to Her Majesty's service by the detention of Her Majesty's ship under my command being kept so long idle, waiting the trial of the officers and crew of the brig "Laura," brought by me to this island for adjudication, as suspected of being engaged in the Slave Trade, under British colours, and against whom a true bill on all points was found by the Grand Jury on the 7th instant.

I well know the difficulty of this case, but most earnestly remind you of the fact that the "Cadmus" is the only man-of-war on this part of the station, and that in these critical times her presence is absolutely required in other parts, and that to further the good of Her Majesty's service the trial of the "Laura," captain, officers, and crew, should be brought to an issue at the earliest moment consistent with law.

With regard to the perishable stores and cargo of the "Laura," I consider it right and just they should be landed and sold for the good of all parties concerned, but I must and do strongly protest against the landing of the bulk of the cargo, viz., nearly 400 pipes and barrels of rum, 100 barrels of salt and salt provisions, which are perfectly safe and in good condition on board the "Laura," and which can only be landed at a very heavy cost, not only for stowage, but for damage done by landing, and which, should the "Laura" not be condemned, will have to be re-shipped at the cost of the Crown.

I do not believe this has been properly brought to the notice of his Honour the Judge (Sir W. Snaggs), and have therefore to request that you will be pleased to lay this circumstance before him.

A copy of this letter will be forwarded for the information of the Commander-in-chief, and of the Lords Commissioners of the Admiralty.

I have, &c.
(Signed) H. S. HILLYAR.

No. 138.

Commander Wilson to Commodore Dunlop.

Sir,

"Spiteful," at Sea, June 1, 1862.

I HAVE the honour to report to you that on my arrival at the port of Truxillo, on the evening of the 28th May, I found at anchor a screw-steamer under Spanish colours, which, from information received by me shortly after anchoring, I considered myself justified in believing to be a slaver. I immediately waited upon his Excellency the Governor, and made him acquainted with my suspicions. He admitted that the vessel was there under very suspicious circumstances, and stated that the reason she had not been ordered to quit the port was that, having so slight a force at his disposal, he could not enforce his orders.

I informed him that I thought it was but right that her character should be properly ascertained, and the Governor at once agreed to her being searched, and appointed an officer then present to go on board, accompanied by Lieutenant Croke, for that purpose.

I considered it my duty to take this step, believing her to be a slaver, from the following circumstance:—

This vessel, I was informed, had arrived at Truxillo some eighteen days before in ballast, and immediately employed a number of men from the shore to clean out her holds, out of which a quantity of human excrement was reported to have been

taken, and the ship cleansed throughout: Some ten days after she had been at anchor, a brigantine under Spanish colours made her appearance off the port, and, on a private signal being exchanged (consisting of a white flag with a black ball) between the steamer and herself, she immediately ran alongside and supplied the steamer with coals, provisions, and a new captain and crew; the old crew were afterwards dispatched in two vessels belonging to Belize for Batabano, on the Cuban coast. I was informed by the Commandant's Aide-de-camp that the steamer was employed as a cattle-vessel between Truxillo and Batabano; this, however, was evidently a mis-statement, seeing that only vessels with a very light draught of water can enter the latter-named port. She had also cleared out from Matanzas for Matamoros, but had stated that she was endeavouring to get into an American port to ship a cargo of cotton, but she had been at sea for the space of ninety days, during which time there was no record whatever of her proceedings.

Lieutenant Croke, by my directions, repaired on board the next day, accompanied by the officer appointed by the Governor for the purpose of searching her; a report of their proceedings I have the honour to inclose.

On the afternoon of the 29th I had an interview with the Governor, and informed him, from the report I had received from these officers, my suspicions were more than confirmed; and that afternoon I made the communication No. 2, to which, on the following day, I received his Excellency's reply (Inclosure No. 3). It will be observed in the Governor's reply that he states Mr. Melhado had gone "beyond his limits, and entirely changed the meaning of his words;" this I do not for a moment believe; if it were so, why did not the Aide-de-camp, who spoke English well, point it out on the spot? Again, with reference to the production of the ship's log-book, the Governor assured me that he had not seen it, and that he did not know where it was. Further, he states in his letter that the reason of the vessel being supplied with coals, &c., and a new crew, was explained to me in the interview, which I must here most decidedly state is not the case, this having been a point which he was not only totally unable to explain away, but which he himself admitted was the very reason which had strongly excited his suspicions. It will also be seen that both captain and crew profess to be totally ignorant of the name of the owner.

I have the honour to inclose herewith the depositions of two of the most respectable merchants of the place, one of them being the American Consul. I also beg to forward copies of a correspondence which took place between myself and the Governor, and to state that, although the conviction was strong in my mind that this vessel was not only a slaver, but that she was again fitting for a voyage to the coast of Africa, and that the authorities of the port were in connivance therewith, I yet did not consider it compatible with my duty to take it upon myself to seize this vessel while lying under the protection of the Honduran flag.

I consider it to be due to Mr. Melhado to state that I am much indebted for his assistance in this matter, there being no properly accredited Consular Agent at this port. My thanks are due also to Mr. Prudot, the American Consul, who also came forward and offered his assistance on the occasion.

I take the earliest opportunity of forwarding this despatch to the Senior Officer, in order that no time may be lost in communicating the character of this vessel to Her Majesty's Government, and of intimating my suspicions that the port of Truxillo has been allowed to become a port for fitment of vessels engaged in the Slave Trade. On my return I looked in at the port of Truxillo, and found both steamer and brigantine had sailed.

I have, &c.
(Signed) WM. C. F. WILSON.

Inclosure 1 in No. 138.

Lieutenant Croke to Commander Wilson.

Sir,

"Spiteful," Truxillo, May 29, 1862.

IN compliance with your orders I proceeded, in company with the Fort Major of this town, to board and examine the steamer under Spanish colours at anchor in this port.

On going on board, the Captain, who stated his name to be Serapio Equidarer, informed me that she was the "*Noc d'Aqui*," from Matanzas to Matamoros. It appeared by a clearance from the former port, which he produced, that it was ninety days since she left Matanzas, and neither he nor his crew could tell in what manner the vessel had been employed during that period; neither could they assign any reason for her being in the port of Truxillo, having been sent from Cuba to join her in a brig laden with provisions and coals. The

former captain and part of the crew have proceeded to Cuba in an English schooner, and the remainder of the crew are on board the said brig now in harbour.

On my demanding the log-book and the requisite ship's papers none were found to be forthcoming, and captain and crew professed to be in entire ignorance of the name of her owners, or of his or their employers. Her engineer stated that he had come from the Havana to repair the engines. On my inquiring what were the defects, he could not particularize a single one, and then said the vessel was going to France for repairs.

I then proceeded to search her below, and found between 80 and 100 casks of what I suppose to be salt meat, also about 20 bales of sarsaparilla, and several bags of salt.

In consequence of her hatchway being piled up with sand, and the deck built on her bottom covered with about three feet of ashes, I was unable to search her minutely down below; nevertheless, I discovered some tin pannikins usually used in slavers.

Her holds (fore and after) had been thoroughly cleaned and whitewashed in this port by labourers from the shore, notwithstanding which, and the precaution her captain had taken of strewing ashes as before mentioned, a most offensive smell still existed, evidently arising from human filth.

On her main deck I found a considerable quantity of plank, which could not be requisite in a vessel with two regularly-built decks, and could only be used for bulkheads.

The captain stated her tonnage to be 356 tons, but my own opinion is that she is a vessel of at least 750 or 800 tons, including space occupied by engine-room and bunkers, which do not occupy 200 tons; but coals were stowed in every available part of the ship.

I remarked while in the engine-room that the plate bearing the name of the makers had been removed, and I could not ascertain who they were.

From the above stated suspicious circumstances relative to her proceedings since leaving Matanzas, and from having visited on the coast of Africa many vessels engaged in the Slave Trade, I am fully persuaded, and do not hesitate to offer it as my opinion (in which the Fort Major fully coincides), that she has not only already run a cargo of slaves, but is now about to proceed on a similar voyage.

I have, &c.
(Signed) J. N. CROKE.

Inclosure 2 in No. 138.

Commander Wilson to the Governor of Truxillo.

Sir, "Spiteful," Truxillo, May 29, 1862.
HAVING on my arrival at this port discovered a steamer under Spanish colours at anchor, which I had every reason to believe was employed in the nefarious Traffic of slavery, I considered it my duty to call upon you and to represent the nature and character of the said vessel.

At an interview held with you and your officials which took place last night you admitted her to be a most suspicious vessel, but you stated that owing to the slight force at your disposal you had not considered it advisable to order her to quit the port, seeing that you could not enforce your orders.

At your suggestion an officer was appointed on your part, and I having appointed Lieutenant Croke on my part, the vessel was this morning examined and searched, and from the report of the officers above named no doubt remains on my mind that this vessel has carried a cargo of slaves, and is about to renew a voyage for the same purpose.

There are circumstances which place it beyond the possibility of a doubt that she is employed on an illicit Traffic; since her arrival in this port she has been supplied with coals, and a total change of crew and captain, by a vessel which brought them over from the Coast of Cuba, and which vessel is now at anchor under most suspicious circumstances. She possesses no clearance from her last port, and there is no documentary evidence to prove in what manner she has been employed since she left Matanzas for Matamoros, a period of ninety days, since she has a large quantity of provisions on board, for which neither captain nor crew can account. There is no log-book produced, and both captain and crew professed to be unaware of the name of the owner.

It is thus evident that a slaver has been permitted to remain in this port for a space of eighteen days, during which time no cognizance has been taken of the suspicious manner in which she has been acting. I shall therefore feel it my duty to represent to the Government I have the honour to serve the state of things at present existing in the port of Truxillo, and to state it as my opinion that this place has been allowed to become a port whence vessels may fit out for the Slave Trade.

I am warranted in believing that this is the case, as this vessel was never warned to quit the port, and has been receiving the same civilities and attentions as though she were a legal trader.

I beg to state that in my opinion the Government of Honduras, between whom and the English Government friendly relations at present exist, would be much compromised were the English Government aware that vessels suspected of being engaged in the Slave Trade were allowed to harbour in the port of Truxillo.

I therefore have to suggest that as you yourself have stated to me it is not in your power to enforce your orders, which is the only reason why you have not ordered this vessel to quit the port, that you will aid me in the suppression of Slave Traffic (which this vessel is now engaged in) by authorizing me to seize this vessel in this port. I beg to point out that there exists a mutual Treaty between Great Britain and Spain for the abolition of slavery, the flag of which latter country this vessel is now flying.

In case of your arriving at the decision of surrendering this steamer to Her Britannic Majesty's ship "Spiteful," I shall be prepared to place a crew on board to take her to Jamaica for adjudication.

I have, &c.
(Signed) WM. C. F. WILSON.

Inclosure 3 in No. 138.

The Governor of Truxillo to Commander Wilson.

(Translation.)

Sir, Government House, Truxillo, May 30, 1862.
I HAVE the honour of answering your esteemed official letter of yesterday's date in the following manner:—

After the interview which took place the night before last in this Government House, in which interview

Mr. Wm. Melhado performed the office of interpreter, I had the displeasure of being informed by my Adjutant, the Lieutenant Cloter, that said interpreter not only went beyond his limits, but also entirely changed the meaning of the words. I did not doubt it from that moment, and it is now corroborated by your note, which alludes to words I did not use. The interview was to investigate the Spanish steamer "*Noc d'Aqui*," anchored in this port, and flying the flag of her nation.

It was for the Undersigned equally an honour and a pleasure to give to the Commandant of Her Britannic Majesty's steamer the details which were in his knowledge, so as to clear up the suspicions which you had that the said steamer was employed in the criminal Traffic of Negroes.

For this purpose I agreed to your wishes, permitting the search of the steamer, which you desired to be done, by a subaltern officer, and showing you the most important papers with which she has been admitted into this port. Both things took place yesterday, and, as you will remember, in your presence I ordered the captain to be told to present to you the log-book, according to your desire, and it is yet in this office.

You have informed me that from the report of the searchers you have not the least doubt that this steamer has brought a cargo of slaves, and that she is ready to make another voyage of the same purport, which you infer from her having been supplied with coal and a new crew; the reason of this I have explained to you in the interview, as well as other remarks which your note contained,

The ninety days' voyage is explained in the log-book that was shown to me with the other papers of the vessel. The name of the owner or proprietor is in the register given by Her Catholic Majesty, on the 13th of May, 1860, and countersigned by her Minister of Marine with the Royal Seal; and in the muster-roll, if it is overlooked carefully, will be found her entries and departures in some ports of England. On this account she has been received in this port, and her captain has answered all my interrogatories; otherwise, as the Commander may rest assured, she would not have been admitted, as the laws and customs of this country are entirely opposed to it.

You conclude by asking me to deliver said Spanish steamer to Her Britannic Majesty's steamer "*Spiteful*," for which you are ready to put a crew on board of her and carry her to Jamaica to be confiscated.

Although I am well disposed to have the suspicions which are entertained cleared up, I am opposed to the delivery, because it would bring on my Government compromises and difficulties of immense importance.

I clearly and decisively said to you, on the night of our interview, that it should not be my measures that would put my Government in an international question with foreign Powers, among which is Great Britain, with whom she has the most friendly relations.

The Undersigned concludes, informing the Commander that I will put the whole affair in the knowledge of my Government, and that it is a pleasure for him to reiterate the sentiments of esteem with which he subscribes himself, &c.

(Signed) A. FONSECA.

Inclosure 4 in No. 138.

Certificate.

WE, the Undersigned, merchants of Truxillo, do hereby certify that the steamer now laying in this port arrived here under most suspicious circumstances, and we are of opinion that she has already been employed carrying slaves, and is about to proceed on another similar voyage; and what confirms this opinion is, that many men from this shore have been employed on board in cleaning the hold, where we have been made to understand that a large quantity of human filth was taken out, and white lime thrown down as a disinfectant. Furthermore, the said steamer arrived here in ballast, and after remaining some time a brig came off this port, and on the steamer making her out a white flag with black ball was placed as the private signal, when brig immediately went alongside and delivered her cargo, consisting of coals and provisions, and a new captain and crew for said steamer, the old crew having been shipped as passengers on board the schooner "*Dolphin*" and brig "*Kate*" bound for Batabano. We, therefore, are convinced that, unless some repressive measures are taken, this coast will rapidly become a place where slavery will be carried on, and this port allowed to become a port of fitment for vessels about to proceed in this nefarious Traffic.

Mr. Edward Prudot, one of the Undersigned, and the appointed Government Measurer for Tonnage, is of opinion that the said steamer is, at least, 700 tons, whereas she is represented to be only 350 tons, and he had no orders from the Collector of Customs to measure her.

In witness whereof we hereto attach our respective signatures.

Truxillo, May 30, 1862.

(Signed) C. PRUDOT.
WM. MELHADO.

Inclosure 5 in No. 138.

Evidence taken in the presence of Messrs. Prudot and Melhado, Merchants of Truxillo

ALFRED LEE makes the following statement:—

That he was employed to work on board the brig which arrived in this port on the 23rd with a cargo of coals and provisions, and a new crew and captain for the steamer, anchored in this port; that during the time on board the brig that one of the officers of steamer asked if he would like to be employed on board the steamer as fireman. He replied, yes; but would desire to know to what port she was bound, and also at what rate they would pay. The officer replied that the rates in Havana were 30 to 40 dollars, but on board the vessel higher rates would be given, and he would like to get three more men from shore in the same capacity; he also stated that he could not say to what port the steamer was bound; that he (Lee) was afterwards employed as a labourer on board the steamer, and was ordered down in the after-hold to stow away coals, and during the time he was down there, and having been in the African trade was aroused at seeing a large quantity of pans and several barrels of tin-pots, and also a very large galley for the size of the vessel; he was also offered 150 dollars advance to go if he would ship, which he declined, having been convinced from all he saw that she was bound for the coast of Africa. It was urged by the officer that sailors have no right to inquire to what port vessels are bound, but that he would guarantee him that if the vessel made a safe voyage that he would at the ship's expense return him to Havana.

Truxillo, May 30, 1862.

(Signed) C. PRUDOT.
WM. MELHADO.

Inclosure 6 in No. 138.

Commander Wilson to the Governor of Truxillo.

Sir,

"Spiteful," Truxillo, May 30, 1862.

I HAVE the honour to acknowledge the receipt of your letter of this day's date, and in reply thereto I beg to inform you that I consider it contains a number of statements quite at variance with the facts of the case; therefore no other course is now open to me but the one of forwarding to Her Britannic Majesty's Government, through the proper channel, the representations I have made to you, together with the proofs which lead me to believe the steamer in question is engaged in an illegal traffic, which opinion I still continue to maintain.

I have, &c.

(Signed) WM. C. F. WILSON.

No. 139.

Commander Hickley to Vice-Admiral Sir A. Milne.

Sir,

"Greyhound," Nassau, June 5, 1862.

I HAVE the honour to inform you that, having left Nassau under sail, on Sunday, the 25th May, I proceeded *en route* for Anguilla Islands, and on rounding Stirrup Key I exchanged colours with a United States' man-of-war steamer at anchor three and a-half to four miles to the westward of the Key, and, the weather becoming unusually squally, thick, and threatening, the wind being foul, I came-to, to ensure position from the effects of the Florida Stream, the same evening, under the Great Isaacs.

2. The weather moderating the following morning, I proceeded under steam, and, anchoring at Anguilla Island at noon on Tuesday, the 27th, landed forthwith all boats' crews and searched it to the north-west, commencing about three-quarters of a mile from its south-east end, and found nothing but the effects of recent bush-burning, and places where temporary wells had been sunk.

3. On the 28th I steamed along the coast of the northernmost island to examine it, and, being treeless and low, I could see very definitely and satisfactorily every object with a glass from the mast-head, so did not land, being persuaded that it would be only loss of time to do so, but proceeded back to the last anchorage and landed another party to search the remaining south-east portion of the south island and at 5 P.M. succeeded in finding three Spaniards secreted in the centre of the island; in the thickest of the woods, being in two huts, who described themselves as fishermen, but, their appearance, possessions, wardrobe, &c., quite contradicting this, I sent them on board the ship as prisoners, for the ultimate purpose of bringing them to Nassau to be dealt with by the Governor.

4. At 6 on the following morning I observed a schooner acting suspiciously, standing in for the land, and on making us out, edging away again, and, as she increased her distance, edging more away, I made sail in chase over the Cay Lal Bank, getting steam up meanwhile, and, overhauling her, found her to be a large Spanish coasting-schooner, from Havana, with water-casks, rice, salt fish, &c., on board, but not a full cargo, bound for Paros, on the coast of Cuba. I have little doubt that she was actually coming to land her cargo on Anguilla for slave purposes, but her papers being clear, and not anything to detain her legally, I was reluctantly obliged to let her go, as I believe she had been chartered by the prisoners to complete one part of their arrangements.

5. I returned again to the anchorage to make further search for arms, &c., and taking off all articles already found, and succeeding in the discovery of a musket, a double-barrel pistol, and a fowling-piece, hid in the bushes. The boats returned at sunset.

6. On the 30th, not to leave anything undone now the ship was on this service, I again landed with a strong party, and, men lining the beach on the south, advanced to the north side of the island, in hail of each other, and keeping each the direct course through his own ground, the thicket being quite impervious at some points except by crawling on hands and knees, and in all parts exceedingly difficult to pass through. This manœuvre was completed twice, and resulted in finding more water-casks of water, slave mess-tubs, spoons, and a 30-foot gig, all stowed away most cleverly, but no more arms, which I had hoped to find. The gig was only seen by firing the bush, and was in flames to such an extent that attempting to save her was useless, likewise most of the tubs, with the exception of a few, which, with a large number of spoons, were succeeded in being saved as a testimony against the prisoners.

7. The search being now completed, and the boats returning at sunset, I weighed and proceeded in chase of a brig at anchor on the bank, and at 9 boarded the Spanish ship "*Æolus*," bound to the Havana from Brazils and Porto Rico; and having searched her, I released her the following morning, and, waiting wind myself, remained at anchor until 3 P.M., when I weighed under sail to a light air from the northward, which falling soon after, I steamed up the Florida Stream, making my way back to Nassau, where after having anchored at the Great Isaacs, Stirrup Key, and Berry Bank, on account of the unusually thick, squally, and unsettled weather, I have the honour to report my arrival this day with the three prisoners, their huts being burned, their money, books, papers, and ammunition being in my possession, their clothes and necessary personal property being given to them, as also a sufficient quantity of their supplies for their own use; the remaining portion of the eatables having been served out to the ship's messes.

8. Among the prisoners' papers being compasses, protractors, navigation, and work books, I have the honour to express my opinion that the three prisoners are the captain and mates, or mate and supercargo, of a slaver to be fitted out from the Anguilla Islands, where, having previously accumulated the necessary supplies, the vessel herself with her crew, by the preconcerted signal of firing a large portion of the bush, arrives, and all arrangements are made for the voyage for procuring, as well as for disembarking, negroes,

9. There are indications of these fires in many parts of the island, which could be easily seen by a vessel off, if not on, the coast of Cuba, and the slaves are then, I conclude, run in steamers or small schooners to the cays adjacent, or the port of Cardenas; everything in the position of the look-out place, the prisoners having a green signal light, the cleverly contrived standing of the huts, the labyrinth-like arrangements of the paths themselves, and their completely blind appearance to a stranger, induce me to take this opportunity to bring to your notice the fact that the Southern Anguilla is a regular fair-way for the Spanish Slave Trade, and that it bears its own evidence to the fact.

I have, &c.
(Signed) H. D. HICKLEY.

"*Nile*," at Halifax, June 23, 1862.

TRANSMITTED for their Lordships' information with reference to my letter of the 18th September last, and to previous correspondence on the subject of these cays being made use of as a slave-depôt. By my letter of the 28th April, their Lordships will have learnt that the "*Landrail*" has been cruising for the suppression of the Slave Trade in their vicinity.

(Signed) ALEX. MILNE.

No. 140.

Commodore Dunlop to Vice-Admiral Sir A. Milne.

Sir,

"*Imaum*," at Jamaica, June 22, 1862.

I HAVE the honour to transmit herewith, for your consideration, copy of a letter from Commander Wilson, of Her Majesty's ship "*Spiteful*,"* inclosing copies of a correspondence between him and the Governor of Truxillo, relative to a Spanish steamer lying at that port supposed to be a slaver.

2. As it appears to me that the Governor of Truxillo did not act with the energy which he ought to have shown, I shall transmit a copy of this correspondence to Her Majesty's Minister at Guatemala, with a view to his conduct being inquired into.

3. In consequence of this correspondence it is my intention to send a vessel as often as possible to Truxillo and the coast of Honduras to watch proceedings.

I am, &c.
(Signed) HUGH DUNLOP.

* No. 138 and Inclosures.

to E.D.
12/31/26

Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

SIERRA LEONE, HAVANA, THE CAPE OF GOOD
HOPE, NEW YORK, AND LOANDA,

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE

From January 1 to December 31, 1862.

Presented to both Houses of Parliament by Command of Her Majesty.
1863.

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